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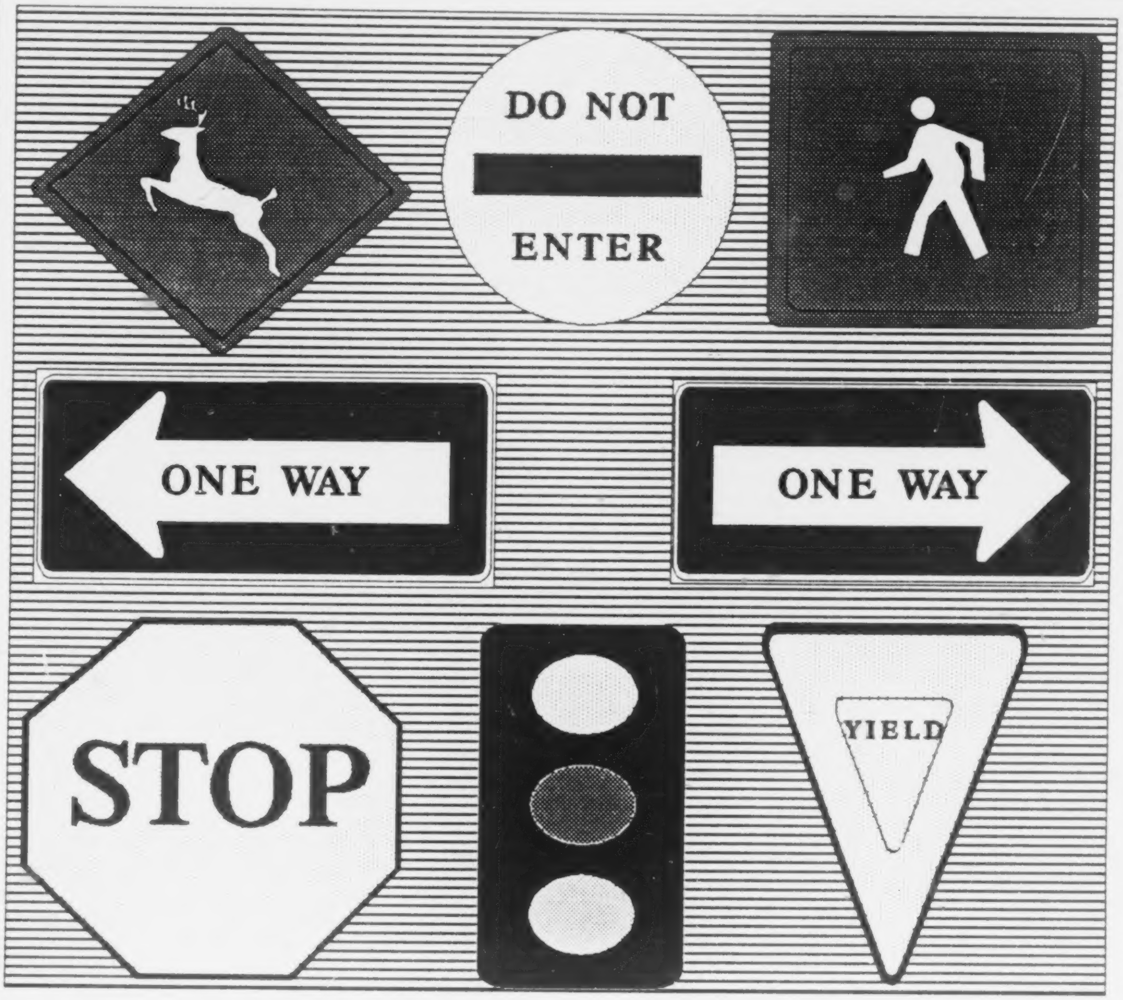
DO NOT
ENTER
ONE WAY
ONE WAY
STOP
YIELD

1991 SOUTH CAROLINA TRAFFIC ACCIDENT FACT BOOK

SOUTH CAROLINA
DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION
P.O. BOX 191
COLUMBIA, S.C. 29202

ROBERT N. McLELLAN
EXECUTIVE DIRECTOR

My fellow South Carolinians:

In 1991, South Carolina recorded the lowest highway death rate in our state's history -- 2.6 deaths per 100 million miles of travel as compared with 2.9 in 1990.

Our state continued a trend of reductions of deaths and injuries because of increased enforcement by the S.C. Highway Patrol and local law enforcement agencies, safety campaigns like "Highways or Dieways?" and "Use It Or Lose It", engineering for better roads, and the efforts of highway safety professionals and various safety organizations. The number of traffic deaths in 1991 decreased by 9.5 percent from 1990, and the number of injuries decreased by 1.8 percent.

But the real credit for these improved records belongs to the motoring public who are becoming more aware of the need to drive responsibly and safely.

Our statistics are still too high and traffic accidents account for a terrible waste in human and economic resources.

Please accept our appreciation for your efforts to continue this positive direction, and work with us in our war to eliminate the carnage on our highways.

Robert N. McLellan

Robert N. McLellan
Executive Director

75 Years of Service
1917-1992

AN EQUAL OPPORTUNITY/AFFIRMATIVE ACTION EMPLOYER

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PART I
GENERAL INFORMATION

In accordance with Section 56-5-1350 of the South Carolina Code of Laws a tabulation and analysis of accident reports has been accomplished for the year 1991 as disclosed within this publication. The cost of producing this publication was $1,590.50 or $1.33 per copy.

All accident statistics included in this publication are based on the Uniform Traffic Accident Reports (Form TR-310) received from investigating officers. By law any accident that results in at least $400 in total property damage, or results in injury or death and occurs on a public highway must be reported to the South Carolina Department of Highways and Public Transportation on a TR-310. Non-injury accidents with less than $400 property damage may be reported. If these occur on a public highway they are included in the traffic accident statistics tabulated in this book; if they occur on private property or are reported on any other form except form TR-310, they are excluded.

The number of reported traffic accidents in South Carolina declined in 1991 from 1990 by 6.9%, the second straight year reported traffic accidents declined from the previous year. While the reduction in traffic accidents is certainly a positive sign, the 110,780 reported accidents still represent over $1 billion in economic loss, not to mention the grief and suffering inflicted on the victims and their families in these accidents.

The number of traffic fatalities declined from 983 in 1990 to a total of 890 in 1991, a 9.5% reduction. This is the fourth year in a row traffic deaths declined from the previous year. **The Mileage Death Rate (MDR) of 2.6 deaths per hundred million vehicle miles of travel was the lowest in the state's motor vehicle history.** Still, the MDR is above the preliminary national MDR of 1.9, a record low nationally.

Traffic fatalities are the most severe consequence of motor vehicle accidents, but even in non-fatal accidents, the cost in human suffering can be severe. There were 47,472 reported traffic injuries in 1991. This total is down by 1.8% from 1990. Incapacitating injuries were down more than 8.5% from 1990.

Traffic accidents are responsible for hundreds of millions of dollars in economic losses to South Carolinians each year. Economic losses as estimated in this publication include property damage, medical costs, and lost productivity but do not include intangible costs such as grief and suffering. In 1991, $1.017 billion[1] dollars in estimated losses were incurred; this figure represents a reduction of 7.5% from 1990.

What is responsible for the tragedy of motor vehicle accidents and what strategies can be employed by concerned individuals in the reduction of accidents in the future? On the following pages, statistics are presented which describe the characteristics, causes, and effects of traffic accidents in South Carolina. It is hoped that this information will be useful to all persons interested in fostering a safer operating environment for motorists in South Carolina.

[1] Source: The National Safety Council formula which uses the following cost factors: Fatality - $410,000; Incapacitating Injury - $38,200; Nonincapacitating Injury - $8,900; Possible injury - $2,900; and Property Damage Only Accidents - $3,500

1991
QUICK FACTS

STATISTIC	NUMBER	% CHANGE FROM 1990
Fatal Accidents	789	-10.8
Injury Accidents	28,853	-3.1
Property Damage Accidents	81,138	-8.1
Total Accidents	110,780	-6.9
Fatalities	890	-9.5
Non-Fatal Injuries	47,472	-1.8
Truck Tractor Fatalities	82	-28.1
Motorcycle Fatalities	43	-14.0
Bicycle Fatalities	17	-39.3
Pedestrian Fatalities	125	+17.9
Railway Train Fatalities	8	-20.0
Moped Fatalities	5	0.0
School Bus Fatalities	3	-25.0
Economic Loss	$1,016,800,000	-7.4
Vehicle Miles Traveled	34,452,000,000	+0.2
Roadway Miles Maintained	64,082	+0.1
Motor Vehicle Registrations	2,509,957	-2.6
Licensed Drivers	2,412,345	+1.2
Mileage Death Rate	2.6	-10.3

1 ☐ DHPT USE ONLY

ORIGINAL

SOUTH CAROLINA
UNIFORM TRAFFIC ACCIDENT REPORT
(FOR INVESTIGATING OFFICERS)
D.H.P.T. FORM TR-310 Rev. 5/90

☐ Amended - Attach Copy of Original Report
☐ Corrected
# of Units
Page of Pages

12 ☐ 13 ☐ 14 ☐ 15 ☐ 16 ☐ 17 ☐ 18 ☐

2 ☐

Date	Time	County	1 - Interstate 2 - US Primary 3 - SC Primary	4 - Secondary 5 - County 6 - Other	**ACCIDENT LOCATION** Route Number and Name if any ON

AUXILIARY
0 - Main Line
2 - Alternate
5 - Spur
6 - Connection
7 - Business
8 - Bypass
9 - Other

3 ☐

Lane	Ramp 1 - Entrance 2 - Exit	Lane / Ramp Travel Direction N E S W	1 - Interstate 2 - US Primary 3 - SC Primary	4 - Secondary 5 - County 6 - Other	**BASE INTERSECTION** Route Number and Name if any FROM

AUXILIARY
0 - Main Line
2 - Alternate
5 - Spur
6 - Connection
7 - Business
8 - Bypass
9 - Other

Distance Offset MILES FEET	Direction N E S W	1 - Interstate 2 - US Primary 3 - SC Primary	4 - Secondary 5 - County 6 - Other	**SECOND INTERSECTION** Route Number and Name if any TOWARD

AUXILIARY
0 - Main Line
2 - Alternate
5 - Spur
6 - Connection
7 - Business
8 - Bypass
9 - Other

4 ☐

RR Crossing ID	Time Police Notified	Time Police Arrived	Time Ambulance Arrived	City or Town IN	Or if Outside	Miles N E S W	For DHPT Use Only MP Grid

5 ☐ 6 ☐ 7 ☐ 8 ☐

Unit #	Sex	Race	Driver or Pedestrian Full Name	Unit #	Sex	Race	Driver or Pedestrian Full Name
Birth Date			Street or R.F.D.	Birth Date			Street or R.F.D.
Residence County			City, State & Zip	Residence County			City, State & Zip
State	Class		Driver License Number	State	Class		Driver License Number
Year	Body		Make & Vehicle Identification Number	Year	Body		Make & Vehicle Identification Number
State	Year		License Plate Number	State	Year		License Plate Number
Home Telephone #			Owner's Full Name	Home Telephone #			Owner's Full Name
Bus. Telephone #			Street or R.F.D.	Bus. Telephone #			Street or R.F.D.
Residence County			City, State & Zip	Residence County			City, State & Zip

Contrib. to Acc. Yes No	Estimated Speed	Speed Limit	Hazardous Material	Contrib. to Acc. Yes No	Estimated Speed	Speed Limit	Hazardous Material

9 ☐

# of Occupants	Vehicle Towed by	Trl. Length	Trl. Width	Trl. Length	Trl. Width	# of Occupants	Vehicle Towed by	Trl. Length	Trl. Width	Trl. Length	Trl. Width

Summons Number	Violation Codes	**B-** 978551	Summons Number	Violation Codes	**B-** 978552

10 ☐ 11 ☐

Direction of Travel
Unit #1 N E S W
Unit #2 N E S W

NORTH

Describe What Happened (Refer to Units by Number):

19 ☐ 20 ☐ 21 ☐ 22 ☐ 23 ☐ 24 ☐ 25 ☐ 26 ☐ 27 ☐ 28 ☐ 29 ☐ 30 ☐ 31 ☐ 32 ☐ 33 ☐ 34 ☐ 35 ☐

NOTICE – THE UNIFORM TRAFFIC ACCIDENT REPORT IS FOR STATISTICAL REPORTING PURPOSES ONLY AND REFLECTS THE OFFICER'S BEST KNOWLEDGE, OPINION, AND BELIEF COVERING THE ACCIDENT BUT NO WARRANT IS MADE AS TO THE FACTUAL ACCURACY THEREOF.

SPECIAL USE ONLY	Damage to Property Other Than Vehicle: $	Estimated Amt. of Damage to Unit 1: $	Estimated Amt. of Damage to Unit 2: $

Witness Full Name	Address	Phone	Zip	Age	Sex

Property Owner Name	Address	Zip

OCCUPANTS

Name	Address	Zip
Name	Address	Zip
Name	Address	Zip
Name	Address	Zip
Name	Address	Zip
Name	Address	Zip

Investigator's Name	Rank	Badge #	Agency Type	Code	Date	Reviewer's Name	Rank

SOUTH CAROLINA UNIFORM TRAFFIC ACCIDENT REPORT D.H.P.T. FORM TR-310 Rev. 5-90

SOUTH CAROLINA
UNIFORM TRAFFIC ACCIDENT REPORT

MAIL ORIGINAL REPORT TO:

S.C. DEPT. OF HIGHWAYS
& PUBLIC TRANSPORTATION
HIGHWAY SAFETY OFFICE
POST OFFICE BOX 191
COLUMBIA, SC 29202

LIGHT

1

- 1 - DAYLIGHT
- 2 - DAWN
- 3 - DUSK
- 4 - DARK (LIGHTING UNSPECIFIED)
- 5 - DARK (STREET LAMPS LIT)
- 6 - DARK (STREET LAMPS NOT LIT)
- 7 - DARK (NO LIGHTS)

WEATHER

2

- 1 - FOG SMOG
- 2 - HAIL
- 3 - HIGH WIND
- 5 - CLEAR
- 6 - CLOUDY
- 7 - RAIN
- 8 - SNOW SLEET
- 9 - OTHER

LOCALE

3

- 1 - OPEN COUNTRY
- 2 - RESIDENTIAL
- 3 - SHOPPING OR BUSINESS
- 4 - MFG. OR INDUSTRIAL
- 5 - SCHOOL OR PLAYGROUND
- 6 - HOSPITAL

CHARACTER

4

- 1 - STRAIGHT - LEVEL
- 2 - STRAIGHT - ON GRADE
- 3 - STRAIGHT - HILLCREST
- 4 - CURVE - LEVEL
- 5 - CURVE - ON GRADE
- 6 - CURVE - HILLCREST

CONDITION

5

- 1 - DRY
- 2 - WET
- 3 - ICY
- 4 - SLUSHY
- 5 - SNOWY
- 6 - MUDDY
- 7 - DEBRIS
- 8 - OTHER

ROAD DEFECT

6

- 0 - NONE
- 1 - SHOULDER DEFECT
- 2 - SOFT SHOULDER
- 3 - LOW SHOULDER
- 4 - HIGH SHOULDER
- 5 - RUTS, HOLES, BUMPS
- 6 - WORN POLISHED TRAVEL SURFACE
- 7 - ROAD UNDER CONSTRUCTION/ MAINTENANCE
- 9 - OTHER

TRAFFIC CONTROL

7

- 1 - STOP SIGN
- 2 - STOP AND GO SIGNAL
- 3 - YIELD SIGN
- 4 - OFFICER OR FLAGMAN
- 5 - RR CROSSING GATES/LIGHTS
- 6 - RR FLASHING LIGHTS
- 7 - NONE
- 8 - OTHER REGULATORY SIGN
- 9 - RR CROSSBUCKS ONLY

TRAFFIC CONTROL FUNCTIONING

8

- 0 - NOT APPLICABLE
- 1 - YES
- 2 - NO
- 3 - UNKNOWN

FIRST HARMFUL EVENT

9

SEE FIRST HARMFUL EVENT CODE LIST ON REVERSE SIDE

HARMFUL EVENT LOCATION

10

SEE HARMFUL EVENT LOCATION CODE LIST ON REVERSE SIDE

PROBABLE ACCIDENT CAUSE/FACTOR

11

SEE PROBABLE ACCIDENT CAUSE/FACTOR CODE LIST ON REVERSE SIDE

TYPE UNIT

UNIT NO. 1 12
UNIT NO. 2 13

- 01 - AUTOMOBILE
- 12 - PICKUP TRUCK
- 13 - TRUCK TRACTOR
- 14 - OTHER TRUCK
- 25 - MOTORCYCLE
- 26 - MOPED
- 27 - PEDALCYCLE
- 28 - MINIBIKE
- 38 - ANIMAL DRAWN VEHICLE
- 39 - ANIMAL (RIDDEN)
- 41 - PEDESTRIAN
- 51 - TRAIN
- 61 - SCHOOL BUS
- 62 - PASSENGER BUS
- 98 - OTHER
- 99 - UNKNOWN (HIT & RUN ONLY)

VEHICLE USE

UNIT NO. 1 14
UNIT NO. 2 15

- 01 - PERSONAL
- 02 - DRIVER TRAINING
- 03 - CONSTRUCTION/MAINT
- 04 - AMBULANCE
- 05 - MILITARY
- 06 - TRANSPORT PASSENGERS
- 07 - TRANSPORT PROPERTY
- 08 - FARM USE
- 09 - WRECKER OR TOW
- 10 - POLICE
- 11 - GOVERNMENT
- 12 - FIRE FIGHTING
- 98 - OTHER

ATTACHMENTS

UNIT NO. 1 16
UNIT NO. 2 17

- 1 - NONE
- 2 - MOBILE HOME
- 3 - SEMI TRAILER
- 4 - UTILITY TRAILER
- 5 - FARM TRAILER
- 6 - TRAILER WITH BOAT
- 7 - CAMPER TRAILER
- 8 - TOWED MOTOR VEHICLE
- 9 - PETROLEUM TANKER
- A - LOWBOY TRAILER
- B - AUTO CARRIER TRAILER
- C - OTHER TANKER
- D - FLAT BED
- E - OTHER
- F - TWIN TRAILERS

DRIVER LICENSE RESTRICTIONS NOT COMPLIED WITH

UNIT NO. 1 18
UNIT NO. 2 19

- A - CORRECTIVE LENSES
- B - SPECIAL RESTRICTED
- C - NO INTERSTATE DRIVING
- D - NOT TO EXCEED 50 MPH
- E - NEIGHBORHOOD ONLY
- F - PREVIOUS DUI
- G - HAND CONTROLS
- H - STEERING KNOB
- J - AUTOMATIC TRANSMISSION
- K - POWER STEERING/BRAKES
- L - OTHER
- M - OUTSIDE MIRROR
- N - TURN SIGNALS

VISION OBSTRUCTION

UNIT NO. 1 20
UNIT NO. 2 21

- 0 - NONE
- 1 - BUILDING
- 2 - SIGN
- 3 - VEGETATION
- 4 - SNOW BANK
- 5 - HILL
- 6 - CURVE IN ROAD
- 7 - VEHICLES
- 8 - SUNLIGHT, HEADLIGHTS
- 9 - OTHER (DUST, SMOKE, E.G.)

VEHICLE DEFECT

UNIT NO. 1 22
UNIT NO. 2 23

- 00 - NONE
- 01 - BRAKES
- 02 - STEERING
- 03 - POWER PLANT
- 04 - SUSPENSION
- 05 - TIRES
- 06 - EXHAUST
- 07 - LIGHTS
- 08 - SIGNALS
- 09 - WINDOWS/WINDSHIELD
- 10 - RESTRAINT SYSTEMS
- 11 - WHEELS
- 12 - TRUCK COUPLING
- 13 - CARGO
- 14 - FUEL SYSTEM
- 97 - OTHER
- 99 - UNKNOWN

PEDESTRIAN/PEDALCYCLIST ACTION

UNIT NO. 1 24
UNIT NO. 2 25

- 10 - ENTERING OR CROSSING SPECIFIED LOCATION
- 11 - ENTERING OR CROSSING ROADWAY
- 12 - ENTERING OR CROSSING FROM IN FRONT OF OR BEHIND OTHER VEHICLE
- 20 - WALKING OR RIDING WITH TRAFFIC
- 30 - WALKING OR RIDING AGAINST TRAFFIC
- 52 - APPROACHING OR LEAVING A VEHICLE
- 62 - PUSHING OR WORKING ON VEHICLE
- 68 - WORKING IN ROADWAY
- 70 - STANDING
- 74 - PLAYING IN ROADWAY
- 75 - LYING AT OR IN LOCATION SPECIFIED
- 76 - SITTING AT OR IN LOCATION SPECIFIED
- 97 - OTHER

PEDESTRIAN/PEDALCYCLIST VISIBILITY

UNIT NO. 1 26
UNIT NO. 2 27

- 0 - NO VISIBILITY
- 1 - CLOTHING CONTRASTS WITH BACKGROUND
- 2 - REFLECTIVE MATERIAL OR OBJECT ONLY
- 3 - CLOTHING CONTRASTS AND REFLECTIVE MATERIAL/OBJECT
- 4 - OTHER LIGHT SOURCE USED
- 5 - CLOTHING CONTRASTS AND OTHER LIGHT SOURCE USED
- 6 - REFLECTIVE MATERIAL AND OTHER LIGHT SOURCE USED
- 7 - CLOTHING CONTRASTS AND REFLECTIVE MATERIAL AND OTHER LIGHT SOURCE USED
- 9 - UNKNOWN

ALCOHOL/DRUG TEST TYPE

UNIT NO. 1 28
UNIT NO. 2 29

CODE FIRST POSITION
SCREENING TEST ADMINISTERED

- 0 - NO
- 1 - YES

CODE SECOND POSITION

- 0 - NO TEST
- 1 - BLOOD TEST
- 2 - BREATH TEST
- 3 - URINE TEST
- 7 - UNABLE TO ADMINISTER
- 8 - REFUSED TEST
- 9 - TEST PENDING

TEST RESULTS

UNIT NO. 1 30
UNIT NO. 2 31

DRUG TEST RESULTS

CODE FIRST POSITION:

- 0 - NEGATIVE OR NOT GIVEN
- 1 - POSITIVE
- 9 - RESULTS PENDING

ALCOHOL TEST RESULTS

CODE NEXT TWO POSITIONS:

LEVEL OF BLOOD ALCOHOL TEST RESULTS

OCCUPANT SEAT LOCATION

- 11 - DRIVER SEAT
- 12 - CENTER FRONT SEAT
- 13 - RIGHT FRONT SEAT
- 21 - LEFT SECOND ROW SEAT
- 22 - CENTER SECOND ROW SEAT
- 23 - RIGHT SECOND ROW SEAT
- 31 - LEFT THIRD ROW SEAT
- 32 - CENTER THIRD ROW SEAT
- 33 - RIGHT THIRD ROW SEAT
- 40 - SLEEPER BERTH
- 70 - OTHER POSITION IN VEHICLE
- 71 - ANY POSITION ON OUTSIDE OF VEHICLE

RESTRAINT EQUIPMENT USE

- 00 - NO SAFETY EQUIPMENT
- 11 - LAP BELT USED
- 01 - LAP BELT NOT USED
- 12 - LAP/SHOULDER HARNESS USED
- 02 - LAP/SHOULDER HARNESS NOT USED
- 13 - PASSIVE BELT/HARNESS USED
- 03 - PASSIVE BELT/HARNESS NOT USED
- 14 - CHILD/YOUTH RESTRAINT USED
- 04 - CHILD/YOUTH RESTRAINT NOT USED
- 15 - AIR BAG DEPLOYED
- 05 - AIR BAG NOT DEPLOYED
- 16 - SAFETY BLANKET DEPLOYED
- 06 - SAFETY BLANKET NOT DEPLOYED
- 17 - SAFETY PADDING PRESENT
- 18 - MOTORCYCLE HELMET USED
- 08 - MOTORCYCLE HELMET NOT USED
- 99 - UNKNOWN

LOCATION AFTER IMPACT

- 1 - NOT EJECTED/TRAPPED
- 2 - TOTAL EJECTION
- 3 - PARTIAL EJECTION
- 4 - TRAPPED
- 5 - UNKNOWN

DRIVER INTENTIONS

UNIT NO. 1 32
UNIT NO. 2 33

SEE DRIVER INTENTIONS CODE LIST ON REVERSE SIDE

ACCIDENT SEVERITY

- 0 - NO INJURY
- 1 - POSSIBLE INJURY
- 2 - NON INCAPACITATING INJURY
- 3 - INCAPACITATING INJURY
- 4 - FATAL

VEHICLE MANEUVER

UNIT NO. 1 34
UNIT NO. 2 35

SEE VEHICLE MANEUVER CODE LIST ON REVERSE SIDE

UNIT	SEX	RACE	AGE	SEATING	RESTRAINT	EJECT	INJURY

#9 FIRST HARMFUL EVENT

NON-COLLISION
01 OVERTURN
02 FIRE EXPLOSION
03 IMMERSION
04 GAS INHALATION
05 THROWN OR FALLING OBJECT
06 SPILL
09 OTHER NON COLLISION

COLLISION
10 PEDESTRIAN

VEHICLE IN TRANSPORT
20 OTHER
21 HEAD ON
22 - REAR END
23 ANGLE
24 SIDESWIPE
25 BACKED INTO
30 PARKED VEHICLE
31 STOPPED VEHICLE
35 RAILWAY TRAIN
40 PEDALCYCLIST
42 MOPED

ANIMAL
44 DOMESTIC ANIMAL WITH RIDER
45 DOMESTICATED
46 - WILD OTHER THAN DEER
47 DEER
49 OTHER

FIXED OBJECT
51 HIGHWAY GUARDRAIL
52 IMPACT ATTENUATOR CRASH CUSHION
53 UTILITY POLE
54 LIGHT STANDARD
55 TREE
56 FIRE HYDRANT
57 PIER OR COLUMN
58 OVERHEAD SIGN SUPPORT
59 HIGHWAY SIGN
60 TRAFFIC SIGNAL POST
63 BARRICADE
64 HIGHWAY STRUCTURE, BRIDGE, OVERPASS
65 CULVERT HEADWALL
66 CURBING
67 RETAINING WALL
68 - DIVIDER FIN, CONCRETE OR STEEL
69 ROCK OR STONE SIDESLOPE
70 EARTH SIDESLOPE
71 BUILDING
72 FENCE OTHER THAN MEDIAN
73 BOULDER
74 DITCH
75 OVERHEAD STRUCTURE, UNDERPASS
76 - OTHER FIXED OBJECT
77 TRASH DUMPSTER

OTHER
90 - OTHER OBJECT (IE: FOREIGN MATERIAL)
83 ROAD DEFECT
99 OTHER

#10 HARMFUL EVENT LOCATION

ON TRAFFICWAY
ON ROADWAY
01 AT INTERSECTION
02 - AT INTERSECTION IN CROSSWALK
03 - NONJUNCTION
04 - NONJUNCTION IN CROSSWALK
05 ON ISLAND
06 ON ISLAND CROSSWALK
07 INTERCHANGE RAMP
09 OTHER

OFF ROADWAY
21 MEDIAN
22 ISLAND
23 SHOULDER, LEFT
24 SHOULDER, RIGHT
25 DRIVEWAY ACCESS
26 DRIVEWAY ACCESS IN CROSSWALK
27 ROADSIDE, LEFT
28 ROADSIDE, RIGHT
29 SIDEWALK, LEFT
30 SIDEWALK, RIGHT
39 OTHER

OFF TRAFFICWAY
41 - OUTSIDE TRAFFICWAY, LEFT
42 OUTSIDE TRAFFICWAY, RIGHT

#11 PROBABLE CAUSE

DRIVER
00 - UNDER THE INFLUENCE OF ALCOHOL AND DRUGS
01 - UNDER THE INFLUENCE OF DRUGS
02 - UNDER THE INFLUENCE OF ALCOHOL
03 - FAILED TO YIELD RIGHT OF WAY
04 - DISREGARDED TRAFFIC SIGNS, SIGNALS
05 - EXCEEDED STATED SPEED LIMIT
06 - RAN OFF ROAD
07 - MADE AN IMPROPER TURN
08 - WRONG SIDE OR WRONG WAY
09 - FOLLOWED TOO CLOSELY
10 - IMPROPER LANE CHANGE
11 - IMPROPER BACKING OPERATION
12 - IMPROPER PASSING
13 - IMPROPER SIGNAL
14 - IMPROPER PARKING
15 - FELL ASLEEP, FAINTED, ETC
16 - DID NOT COMPLY WITH LICENSE RESTRICTION
17 - HANDICAPPED
18 - INATTENTION
19 - OTHER

ENVIRONMENT
20 SMOKE
21 - FOG, SMOG
22 - SLEET, HAIL
23 - BLOWING SAND, SOIL, DIRT
24 - SEVERE CROSSWINDS
25 - RAIN, SNOW
26 - SIGN OBSTRUCTION
27 - VEGETATION OBSTRUCTION
28 - SNOW BANK OBSTRUCTION
29 - HILL OBSTRUCTION
30 - BUILDING OBSTRUCTION
31 - CURVE IN ROADWAY
32 - ANIMAL IN ROADWAY
39 - OTHER

OTHER PERSON (NOT A DRIVER OR PASSENGER)
40 - UNDER THE INFLUENCE OF ALCOHOL AND DRUGS
41 - UNDER THE INFLUENCE OF DRUGS
42 - UNDER THE INFLUENCE OF ALCOHOL
43 - FAILED TO YIELD RIGHT OF WAY
44 - DISREGARDED TRAFFIC CONTROL DEVICE
45 - ILLEGALLY IN ROADWAY
46 - BICYCLE VIOLATION
47 - CLOTHING NOT VISIBLE
49 - OTHER

PASSENGER
51 PASSENGER UNDER THE INFLUENCE OF DRUGS
52 PASSENGER UNDER THE INFLUENCE OF ALCOHOL
53 - PASSENGER OBSTRUCTED DRIVER'S VIEW
54 - FELL OFF VEHICLE
59 - OTHER

ROAD
61 - WET
62 - ICY
63 - SLUSHY
64 - DEBRIS
65 - RUTS, HOLES, BUMPS
66 - ROAD UNDER CONSTRUCTION/MAINTENANCE
67 - WORN TRAVEL-POLISHED SURFACE
68 - OBSTRUCTION
69 TRAFFIC CONTROL DEVICE INOPERATIVE
70 - SHOULDERS LOW, SOFT, OR HIGH
79 - OTHER

VEHICLE
81 - BRAKE
82 - STEERING
83 - POWER PLANT
84 - SUSPENSION
85 - TIRES
86 - EXHAUST
87 - LIGHTS
88 - SIGNALS
89 - WINDOWS/WINDSHIELD
90 - RESTRAINT SYSTEMS
91 - WHEELS
92 - TRUCK COUPLING
93 - CARGO
94 - FIRE
95 - JACK-KNIFED

OTHER
99 - OTHER

#32 & 33 DRIVER INTENTIONS

TRAFFIC UNIT MANEUVERING FOR TRAFFIC CONTROLS INTERSECTIONS OR RAILROAD CROSSINGS
00 NO EXTERNAL CAUSE OF MANEUVER
01 TRAFFIC SIGNAL
02 STOP SIGN
03 YIELD SIGN
04 - UNCONTROLLED INTERSECTION
05 CROSSWALK NOT AT INTERSECTION
06 - POLICE OFFICER, SCHOOL CROSSING GUARD, ETC.
07 RAILROAD CROSSING
08 RAILROAD CROSSING FLASHER OR GATE
09 - OTHER CONTROL

TRAFFIC UNIT MANEUVERING OR AVOIDING SOMETHING IN ROADWAY:
10 PEDESTRIAN
11 - PEDALCYCLE
12 OTHER ROAD VEHICLE (EXCEPT PEDALCYCLE)
13 - OTHER VEHICLE
14 ANIMAL
15 FOREIGN OBJECT IN ROADWAY
16 - WATER, ICE, SNOW, OR HAZARDOUS SUBSTANCE ON ROAD
17 - ROAD DEFECT
18 - ROAD MAINTENANCE OR CONSTRUCTION WORK
19 - FIXED OBJECT OR STRUCTURE
20 - FOG, SMOKE OR DUST
21 - PREVIOUS ACCIDENT
22 - OTHER EVENT
23 - CURVE IN ROADWAY
24 - RESTRICTION IN ROADWAY WIDTH
25 CHANGE IN ROADWAY ALIGNMENT
26 - SHOULDER
27 - LOOSE GRAVEL IN ROADWAY
28 - UNKNOWN OBJECT, EVENT, OR FEATURE

TRAFFIC UNIT MANEUVER BECAUSE OF MECHANICAL FAILURE:
29 - TIRE FAILURE
30 STEERING GEAR FAILURE
31 ENGINE FAILURE
32 - WINDSHIELD WIPER FAILURE
33 - LOAD SPILLED OR DROPPED
34 - INVOLVED IN PREVIOUS ACCIDENT
35 - OTHER FAILURE

TRAFFIC UNIT MANEUVER FOR OWN INTENDED MOVEMENT:
36 - MOVING STRIGHT AHEAD IN PROPER DIRECTION,
INCLUDING CURVES IN ROADWAY
37 - MERGE WITH TRAFFIC ON LEFT
38 - MERGE WITH TRAFFIC ON RIGHT
39 - LEFT TURN
40 - RIGHT TURN
41 - U TURN
42 - ENTER ROADWAY FROM ENTRANCE RAMP ON LEFT
43 - ENTER ROADWAY FROM ENTRANCE RAMP ON RIGHT
44 - ENTER ROADWAY FROM SHOULDER ON LEFT
45 - ENTER ROADWAY FROM SHOULDER ON RIGHT
46 - ENTER ROADWAY FROM PARKING AT LEFT CURB
47 - ENTER ROADWAY FROM PARKING AT RIGHT CURB
48 - LEAVE ROADWAY TO EXIT RAMP ON LEFT
49 - LEAVE ROADWAY TO EXIT RAMP ON RIGHT
50 - LEAVE ROADWAY TO SHOULDER ON LEFT
51 - LEAVE ROADWAY TO SHOULDER ON RIGHT
52 - LEAVE ROADWAY TO PARKING AT LEFT CURB
53 - LEAVE ROADWAY TO PARKING AT RIGHT CURB
54 - LEAVE ROADWAY TO DRIVEWAY ON LEFT
55 - LEAVE ROADWAY TO DRIVEWAY ON RIGHT
56 - BOARD OR DISCHARGE PASSENGER
80 - BACKING

TRAFFIC UNIT MANEUVER AROUND OTHER TRAFFIC UNIT(S):
57 - OVERTAKING SUBJECT UNIT ON LEFT
58 - OVERTAKING SUBJECT UNIT ON RIGHT
59 - CHANGING LANES TO LEFT
60 - CHANGING LANES TO RIGHT
61 - MERGING FROM LEFT
62 - MERGING FROM RIGHT
63 - ON RIGHT SIDE OF ROADWAY
64 - IN WRONG DIRECTION ON ONE WAY ROADWAY
65 - SWERVING TO LEFT
66 - SWERVING TO RIGHT
67 - SLOWING OR STOPPING
68 - STOPPED IN TRAFFIC
69 - STOPPED TO BOARD OR DISCHARGE PASSENGER
70 - SKIDDING, SPINNING, OR YAWING
71 - JACK KNIFING
72 - TURNING LEFT FROM SAME DIRECTION
73 - TURNING LEFT FROM OPPOSITE DIRECTION
74 - MAKING U TURN
75 - TURNING RIGHT FROM SAME DIRECTION
76 - TURNING RIGHT FROM OPPOSITE DIRECTION
77 - ENTERING ROADWAY FROM RAMP ON LEFT
78 - ENTERING ROADWAY FROM RAMP ON RIGHT
79 - ENTERING ROADWAY FROM ROADWAY ON LEFT

#34 & 35 VEHICLE MANEUVER

MOVEMENTS ESSENTIALLY STRAIGHT AHEAD
00 - MOVING STRAIGHT, DETAILS UNKNOWN
01 - STRAIGHT AHEAD IN PROPER DIRECTION,
INCLUDING CURVES IN ROADWAY
02 OVERTAKING OTHER VEHICLE ON LEFT,
LEFT OF CENTER LINE
03 - OVERTAKING OTHER VEHICLE ON LEFT,
RIGHT OF CENTER LINE (USE ON ONE WAY TRAFFIC)
04 OVERTAKING ANOTHER VEHICLE ON RIGHT
05 STRAIGHT AHEAD IN LEFT TURN LANE
06 STRAIGHT AHEAD IN RIGHT TURN LANE
07 CHANGING LANES TO LEFT
08 CHANGING ALNES TO RIGHT
09 - MERGING FROM LEFT (ROADWAY NARROWS ON LEFT)
10 MERGING FROM RIGHT (ROADWAY NARROWS ON RIGHT)
11 - ON WRONG SIDE OF ROADWAY
12 - IN WRONG DIRECTION ON ONE WAY ROADWAY
13 SWERVING TO LEFT
14 SWERVING TO RIGHT
15 SLOWING OR STOPPING
16 - SKIDDING LONGITUDINALLY
17 - SKIDDING LATERALLY
18 - SPINNING OR YAWING
19 JACK KNIFING
20 STOPPED IN TRAFFIC
21 - STARTING FROM STOP
22 - INCREASED SPEED

TURNING MOVEMENTS
30 - TURNING, DETAILS UNKNOWN
31 - LEFT FROM LEFT TURN BAY
32 - LEFT FROM LEFT (PROPER) LANE
33 - LEFT FROM OTHER LANE, LEGAL
34 - LEFT FROM OTHER LANE, ILLEGAL
35 - LEFT FROM UNKNOWN LANE
36 - U TURN
37 - RIGHT FROM SPECIAL LANE
38 - RIGHT FROM RIGHT (PROPER) LANE
39 - RIGHT FROM OTHER LANE, LEGAL
40 - RIGHT FROM OTHER LANE, ILLEGAL
41 - RIGHT FROM UNKNOWN LANE

ENTERING TRAFFIC LANE
50 - ENTERING TRAFFIC LANE, DETAILS UNKNOWN
51 - FROM ENTRANCE RAMP ON LEFT
52 - FROM ENTRANCE RAMP ON RIGHT
53 - FROM SHOULDER ON LEFT
54 - FROM SHOULDER ON RIGHT
55 - FROM PARKING SPACE AT LEFT CURB
56 - FROM PARKING SPACE AT RIGHT CURB
57 - FROM DRIVEWAY ON LEFT
58 - FROM DRIVEWAY ON RIGHT

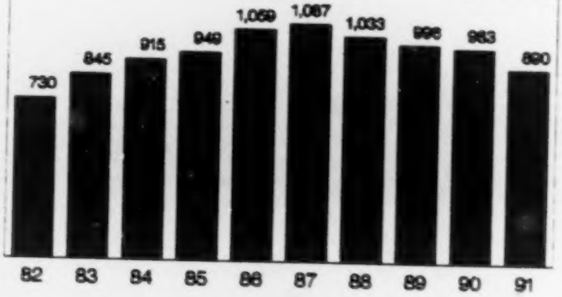
LEAVING TRAFFIC LANE
60 - LEAVING TRAFFIC LANE, DETAILS UNKNOWN
61 - TO EXIT RAMP ON LEFT
62 - TO EXIT RAMP ON RIGHT
63 - TO SHOULDER ON LEFT
64 - TO SHOULDER ON RIGHT
65 - TO PARKING SPACE AT LEFT CURB
66 - TO PARKING SPACE AT RIGHT CURB
67 - TO DRIVEWAY ON LEFT
68 - TO DRIVEWAY ON RIGHT

PARKING ON OR ADJACENT TO TRAFFIC LANE
70 - PARKING, DETAILS UNKNOWN
71 - ON LEFT SHOULDER
72 - ON RIGHT SHOULDER
73 - AT LEFT CURB
74 - AT RIGHT CURB
75 - IN TRAFFIC LANE ON LEFT (RURAL)
76 - IN TRAFFIC LANE ON RIGHT (RURAL)
77 - DOUBLE PARKED ON LEFT
78 - DOUBLE PARKED ON RIGHT

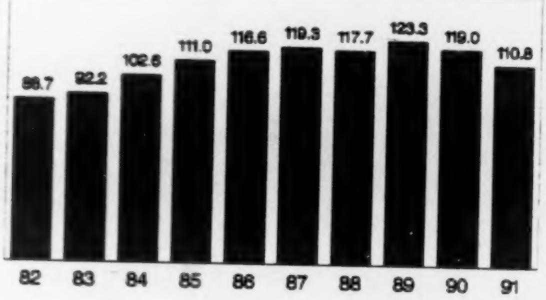
MISCELLANEOUS MOVEMENTS
80 - OTHER MISCELLANEOUS, DETAILS UNKNOWN
81 - BACKING IN ROADWAY
82 - BACKING FROM ANGLE, PARKING ON LEFT
83 - BACKING FROM ANGLE, PARKING ON RIGHT
84 - BACKING ACROSS TRAFFIC
85 - BACKING ON SHOULDER
86 - VEHICLE PUSHED BY OTHER VEHICLE
87 - VEHICLE PUSHED BY PEDESTRIAN
88 - DRIVERLESS VEHICLE IN MOTION
89 - NOT IN MOTION (PARKED, ABANDONED, OR STANDING)
99 - UNKNOWN

SOUTH CAROLINA
TEN YEAR TRAFFIC TRENDS
1982 – 1991

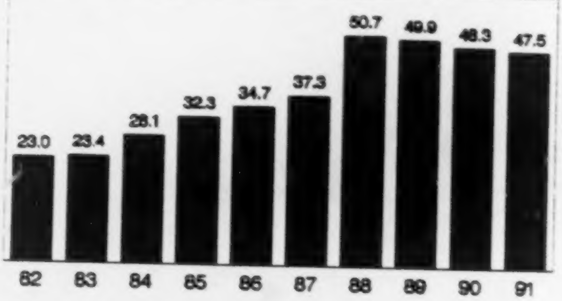
TRAFFIC DEATHS
NUMBER OF DEATHS



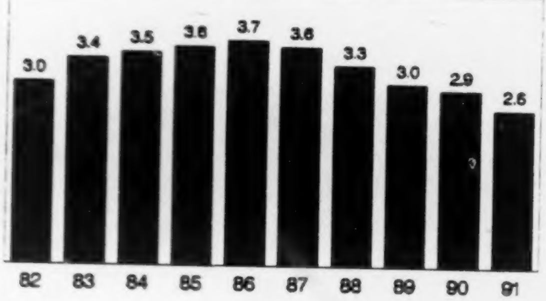
MOTOR VEHICLE ACCIDENTS
THOUSANDS OF ACCIDENTS



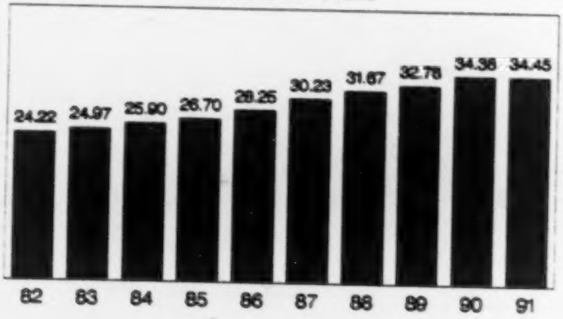
INJURIES
THOUSANDS OF INJURIES



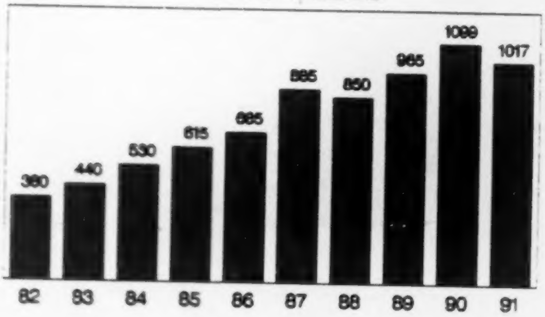
MILEAGE DEATH RATE
DEATHS PER 100 MILLION VEHICLE MILES



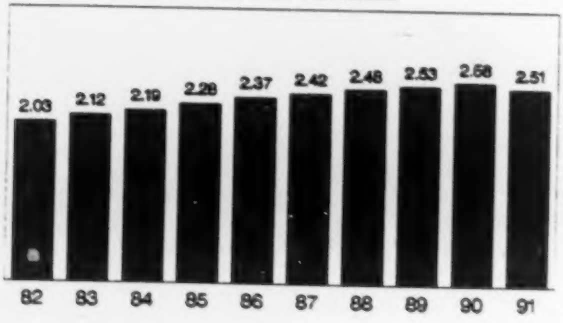
VEHICLE MILES TRAVELED
BILLIONS OF MILES



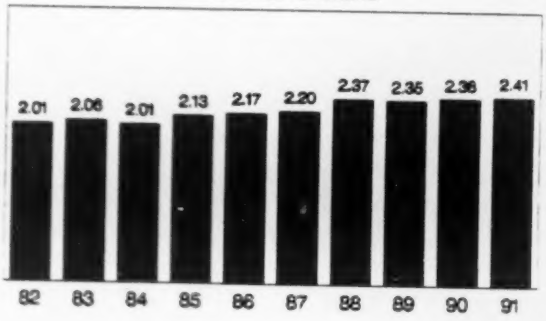
ECONOMIC LOSS
MILLIONS OF DOLLARS



MOTOR VEHICLE REGISTRATIONS
MILLIONS OF VEHICLES



LICENSED DRIVERS
MILLIONS OF DRIVERS



SOUTH CAROLINA
TRAFFIC ACCIDENTS, DEATHS, INJURIES, DEATH RATE AND VEHICLE MILES OF TRAVEL
1962 - 1991

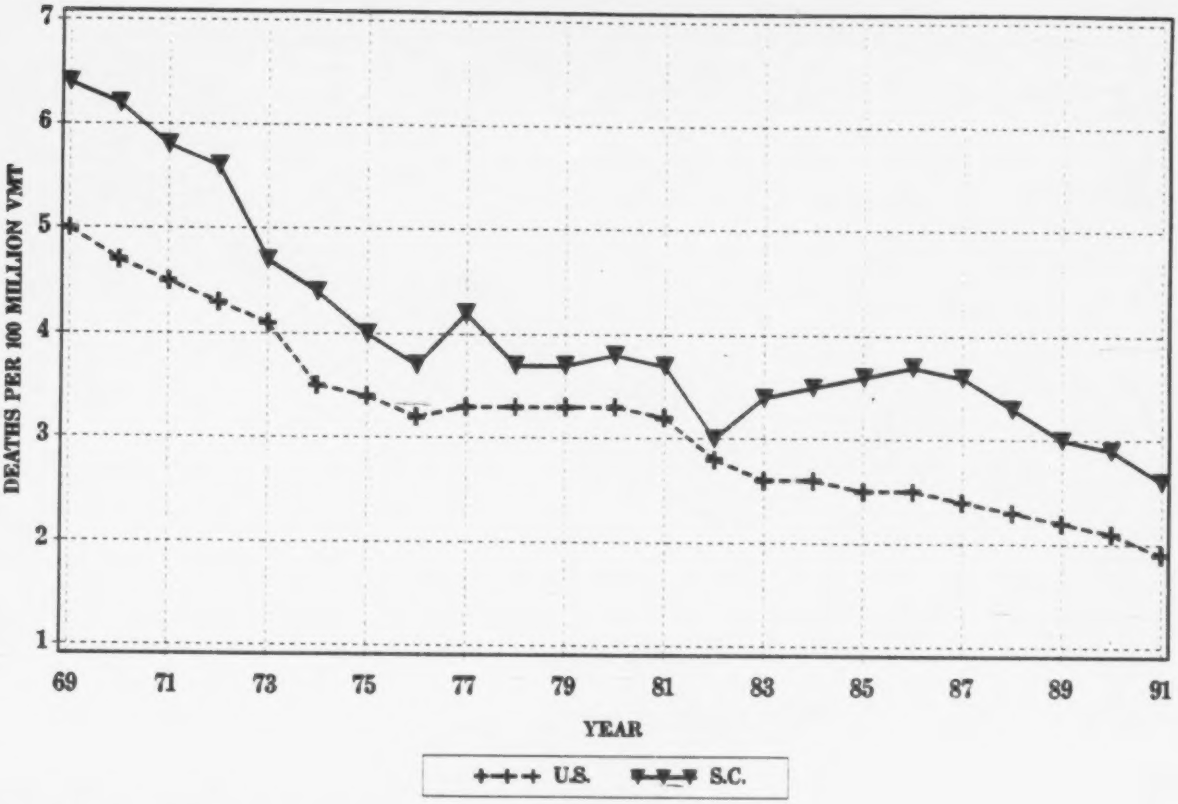
YEARS	ACCIDENTS	DEATHS	INJURIES	DEATH RATE*	VMT**
1962	40,519	757	15,851	7.6	9,882
1963	44,233	796	17,652	7.7	10,347
1964	48,419	870	18,271	8.0	10,868
1965	51,389	868	17,608	7.5	11,581
1966	55,697	968	18,598	7.7	12,433
1967	54,747	913	18,892	7.0	13,086
1968	58,197	997	21,459	7.0	14,191
1969	59,033	996	20,203	6.4	15,512
1970	67,808	1,033	19,864	6.2	16,558
1971	74,607	1,023	19,347	5.8	17,763
1972	81,525	1,099	20,283	5.6	19,472
1973	85,071	967	20,440	4.7	20,428
1974	76,986	873	18,863	4.4	20,012
1975	80,740	821	19,407	4.0	20,603
1976	86,944	820	21,201	3.7	21,961
1977	91,485	949	21,382	4.2	22,689
1978	97,883	898	23,223	3.7	24,254
1979	97,394	900	23,815	3.7	24,074
1980	91,016	859	22,599	3.8	22,658
1981	88,425	846	22,355	3.7	23,056
1982	88,798	730	23,019	3.0	24,222
1983	92,277	845	23,458	3.4	24,978
1984	102,617	915	28,135	3.5	25,900
1985	111,077	949	32,388	3.6	26,679
1986	116,573	1,059	34,689	3.7	28,247
1987	119,344	1,087	37,287	3.6	30,227
1988	117,723	1,033	50,713 ***	3.3	31,672
1989	123,252	996	49,905	3.0	32,781
1990	118,989	983	48,337	2.9	34,377
1991	110,780	890	47,472	2.6	34,452
TOTALS	2,533,548	27,740	776,716	-	644,963

* Per 100 million miles of vehicle travel.

** Vehicle Miles Of Travel in millions of miles.

*** This was the first year of the new reporting format. Far more "possible injuries" were reported than in previous years, rendering comparisons with prior years invalid.

MOTOR VEHICLE MILEAGE DEATH RATE
SOUTH CAROLINA vs. UNITED STATES
1969 – 1990

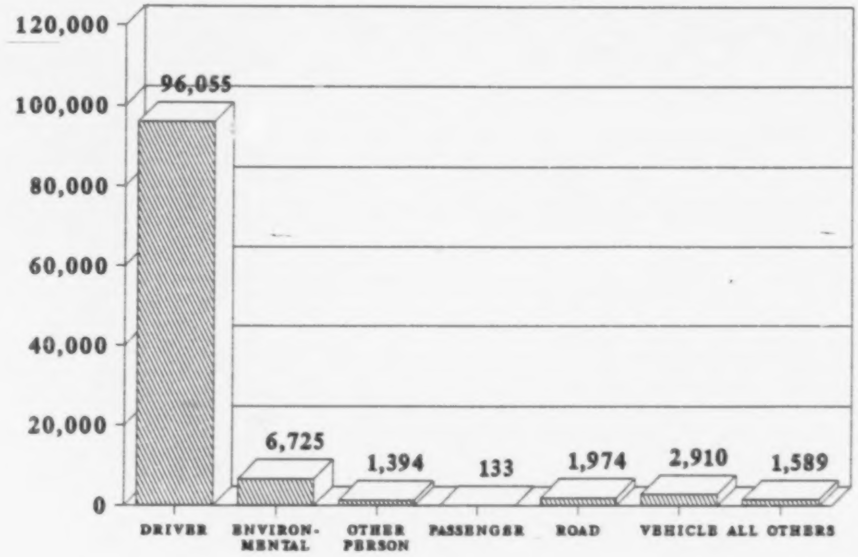


Source For U.S. Data: – Fatal Accident Reporting System.
1991 U.S. Data is preliminary.

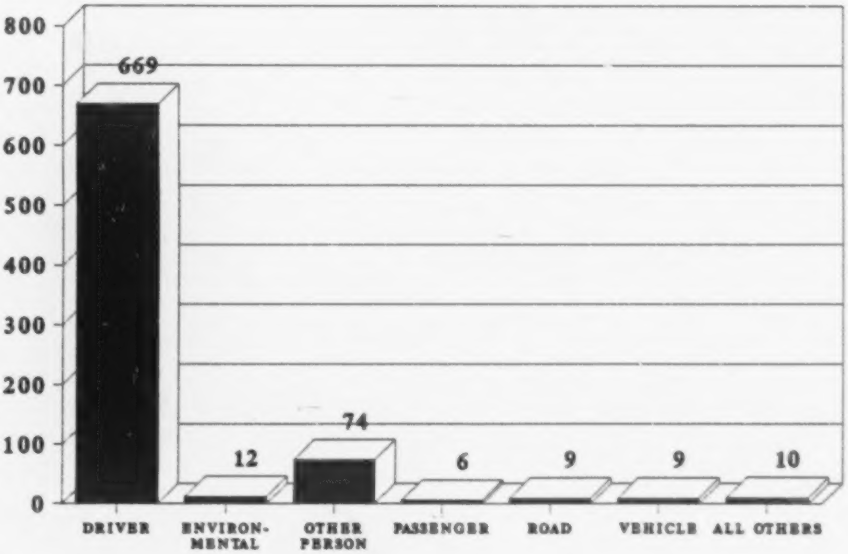
South Carolina's mileage death rate, MDR, (defined as the number of traffic fatalities per 100 million vehicle miles of travel) declined in every year but one (1977) between 1969 and 1982. During this period, the MDR dropped from 6.4 to 3.0. From 1983 through 1986 the MDR increased each year, peaking at 3.7. From 1987 through 1991 the rate has again declined each year. In 1991, a MDR of 2.6 was achieved, the lowest since records have been kept. This improvement was due to a 9.5% reduction in fatalities combined with essentially the same mileage traveled.

Despite a fifth straight yearly decline in MDR, the South Carolina rate is still substantially above the national average, estimated to be 1.9. Still, the reduction represents a slight relative improvement compared to the national rate. In 1990, the South Carolina MDR was 38.0% higher than the national average; in 1991 the South Carolina rate was only 36.8% higher than the national rate.

ALL ACCIDENTS BY PROBABLE CAUSE
1991



FATAL ACCIDENTS BY PROBABLE CAUSE
1991



TRAFFIC ACCIDENTS BY PROBABLE CAUSE - 1991

	TYPE ACCIDENT				PERSONS	
	Fatal	Injury	PDO	Total	Killed	Injured
DRIVER						
UNDER INF. ALC. & DRUGS	17	374	605	996	19	620
UNDER INF. OF DRUGS	5	108	183	296	5	196
UNDER INF. OF ALCOHOL	129	2,204	2,577	4,910	157	3,603
FAILED TO YIELD R.O.W.	79	6,429	15,826	22,334	85	11,659
DISREGARDED SIGN/SIGNAL	42	1,963	3,214	5,219	46	3,669
EXCEEDED SPEED LIMIT	93	1,549	2,579	4,221	104	2,587
RAN OFF ROAD	71	1,032	2,310	3,413	75	1,478
MADE AN IMPROPER TURN	6	516	2,588	3,110	6	867
WRONG SIDE OR WAY	61	577	1,305	1,943	79	1,126
FOLLOWED TOO CLOSELY	0	2,282	7,411	9,693	0	3,660
IMPROPER LANE CHANGE	2	523	3,979	4,504	2	746
IMPROPER BACKING	1	142	2,730	2,873	1	217
IMPROPER PASSING	10	295	1,359	1,664	13	528
IMPROPER SIGNAL	0	14	50	64	0	19
IMPROPER PARKING	1	46	234	281	1	79
FELL ASLEEP, FAINTED	38	710	883	1,631	43	987
DIDN'T COMPLY W/LIC REST.	0	5	4	9	0	5
HANDICAPPED	0	19	34	53	0	24
INATTENTION	74	5,461	17,410	22,945	83	8,707
OTHER	40	1,345	4,511	5,896	43	2,046
ENVIRONMENT						
SMOKE, FOG, SMOG	2	32	58	92	2	41
SLEET, HAIL	0	3	15	18	0	10
BLOWING SAND, SOIL, DIRT	0	5	32	37	0	13
SEVERE CROSSWIND	0	11	32	43	0	13
RAIN, SNOW	3	221	714	938	4	377
SIGN OBSTRUCTION	0	6	10	16	0	11
VEGETATION OBSTRUCTION	2	26	75	103	2	43
SNOW BANK OBSTRUCTION	0	5	6	11	0	8
HILL/BUILDING OBSTRUCTION	0	5	28	33	0	6
CURVE IN ROADWAY	0	8	43	51	0	11
ANIMAL IN ROADWAY	2	500	4,563	5,065	2	682
OTHER	3	64	251	318	4	92
OTHER PERSON						
UNDER INFL. ALC. OR DRUGS	14	131	57	202	14	167
FAILED TO YIELD R.O.W.	10	223	190	423	10	293
DISREGARDED TRF. CONTROL	1	19	32	52	1	27
ILLEGALLY IN ROADWAY	39	211	65	315	39	227
BICYCLE VIOLATION	1	133	42	176	1	140
CLOTHING NOT VISIBLE	4	33	13	50	4	39
OTHER	5	70	101	176	5	73
PASSENGER						
UNDER INFL. ALC. OR DRUGS	1	7	8	16	1	8
PASS. OBST. DRIVERS VIEW	0	1	4	5	0	1
FELL OFF VEHICLE	4	30	2	36	4	33
OTHER	1	27	48	76	1	51
ROAD						
WET	4	297	907	1,208	6	455
ICY, SLUSHY	1	34	103	138	1	48
DEBRIS	1	23	144	168	1	26
RUTS, HOLES, BUMPS	0	15	54	69	0	26
ROAD UNDER CONST./MAINT.	1	7	45	53	1	11
WORN POLISHED SURFACE	0	3	5	8	0	8
OBSTRUCTION IN ROAD	2	11	72	85	4	13
TRAFFIC CONT. INOPERATIVE	0	14	34	48	0	36
SHOULDERS LOW, HIGH, SOFT	0	18	25	43	0	29
OTHER	0	23	131	154	0	35
VEHICLE						
BRAKES	0	335	844	1,179	0	551
STEERING	0	53	132	185	0	68
POWER PLANT	1	40	100	141	1	55
SUSPENSION OR EXHAUST	0	12	22	34	0	15
TIRES/EXHAUST	1	137	432	570	2	222
LIGHTS	1	46	87	134	1	69
SIGNALS/WINDOWS/W'SHIELD	0	9	28	37	0	13
RESTRAINT SYSTEMS	0	3	15	18	0	7
WHEELS	1	31	129	161	1	43
TRUCK COUPLING	0	10	65	75	0	15
CARGO	3	30	260	293	3	40
FIRE	1	2	6	9	1	7
JACK-KNIFED	1	15	58	74	1	29
OTHER CAUSES	10	320	1,259	1,589	11	462
TOTALS	**789**	**28,853**	**81,138**	**110,780**	**890**	**47,472**

PROBABLE CAUSE

Some action (or inaction) by one or more of the drivers was cited as the probable cause in 96,055 of the reported traffic accidents in 1991. This accounted for 86.7% of all probable accident causes, a percentage slightly lower than the 87.5% in 1990. In fact, of the 10 leading probable causes, nine were driver-related. Environmental factors accounted for the next largest category of accident causes with 6,725 or 6.1% of the total. The "Other Person", "Passenger", "Road" and "Vehicle" categories each accounted for less than 3% of all reported traffic accidents in 1991.

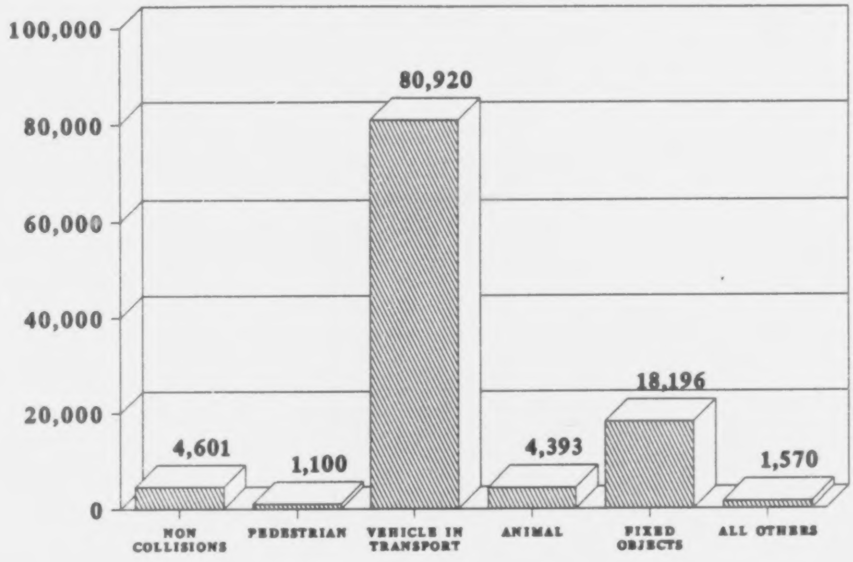
The top ten probable accident causes in 1991 were as follows: 1) Inattention (22,945); 2) Failure to Yield Right of Way (22,334); 3) Following Too Closely (9,693); 4) Driver - Other (5,896); 5) Disregarded Sign/Signal (5,219); 6) Animal in Roadway (5,065); 7) Driver Under the Influence of Alcohol (4,910); 8) Improper Lane Change (4,504); 9) Exceeded Speed Limit (4,221) and 10) Ran Off the Road (3,413). These rankings were essentially unchanged from 1990 with the exception of Animial in Roadway and Exceeded Speed Limit. These two probable cause categories changed places from 1990.

For fatal accidents in 1991, some type of driver error was considered the probable cause in 669 of the 789 accidents accounting for 84.8% of all accidents in which someone was killed. This percentage is slightly lower than for all accidents. The specific causes of fatal accidents were quite different from all accidents. The leading probable cause of fatal accidents was "Driver Under the Influence of Alcohol" with 129 or 16.3% of the total. The second leading cause was "Driver Exceeding the Speed Limit" with 93 or 11.8%. Taken together, the three "Driver Under the Influence" causes accounted for 151 or 19.1% of the fatal accidents, more than twice the 9.3% reported for injury accidents and more than 4 times the 4.1% reported in property damage only accidents.

The proportion of "Other Person" causes was also sharply higher in fatal accidents. More than 9% of the reported fatal accidents were caused by a person other than a driver of a motor vehicle. Specifically, the "Other Person Illegally in Roadway" (usually a pedestrian) accounted for 4.9% for the fatal accidents and "Other Person Under the Influence of Alcohol or Drugs" accounted for another 1.8%. All "Road" probable causes accounted for only 1.1% of the fatal accidents; all "Vehicle" causes, only 1.1%.

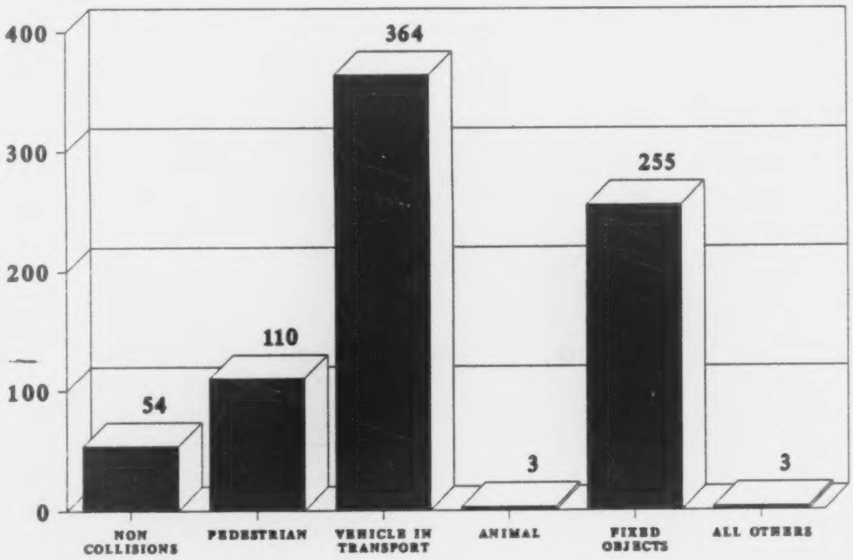
ALL ACCIDENTS BY FIRST HARMFUL EVENT

1991



FATAL ACCIDENTS BY FIRST HARMFUL EVENT

1991



TRAFFIC ACCIDENTS BY FIRST HARMFUL EVENT - 1991

	TYPE ACCIDENT				PERSONS	
	Fatal	Injury	PDO	Total	Killed	Injured
NON-COLLISION						
OVERTURN	42	1,052	1,327	2,421	45	1,541
FIRE/EXPLOSION	0	8	28	36	0	15
IMMERSION	1	40	102	143	1	63
GAS INHALATION	0	1	6	7	0	2
THROWN/FALLING OBJECT	0	20	217	237	0	24
SPILL (MOTORCYCLE)	0	7	88	95	0	7
OTHER NON-COLLISION	11	420	1,231	1,662	12	563
PEDESTRIAN	110	856	134	1,100	110	917
VEHICLE IN TRANSPORT						
OTHER	3	281	644	928	4	477
HEAD ON	104	981	1,011	2,096	137	2,308
REAR END	33	7,312	21,972	29,317	39	12,333
ANGLE	191	9,536	25,503	35,230	212	17,441
SIDESWIPE	7	1,384	7,678	9,069	9	2,244
BACKED INTO	0	127	2,744	2,871	0	196
PARKED VEHICLE	3	80	449	532	3	110
STOPPED VEHICLE	1	98	242	341	1	146
RAILWAY TRAIN	6	29	49	84	6	42
PEDALCYCLIST	13	326	63	402	14	344
MOTORCYCLIST	1	25	10	36	1	36
MOPED	2	7	5	14	2	7
ANIMAL						
ANIMAL W/RIDER	1	4	6	11	1	8
DOMESTICATED	1	80	412	493	1	107
WILD, NOT DEER	0	11	57	68	0	15
DEER	0	151	3,538	3,689	0	210
OTHER	1	21	110	132	1	27
FIXED OBJECT						
HIGHWAY GUARDRAIL	18	205	472	695	23	303
IMPACT ATTENUATER	0	2	9	11	0	3
UTILITY POLE	24	631	911	1,566	24	849
LIGHT STANDARD	1	7	26	34	1	10
TREE	104	1,407	2,051	3,562	117	1,977
FIRE HYDRANT	1	28	104	133	1	38
PIER/COLUMN	1	16	21	38	1	32
OVERHEAD SIGN SUPPORT	0	4	12	16	0	5
HIGHWAY SIGN	4	104	547	655	4	132
TRAFFIC SIGNAL POST	0	10	87	97	0	24
BARRICADE	0	7	48	55	0	9
HIGHWAY STR, BR, O'PASS*	7	78	175	260	9	105
CULVERT HEADWALL	3	83	96	182	3	121
CURBING	5	151	408	564	7	182
RETAINING WALL	1	34	127	162	2	46
DIVIDER FIN.	1	18	76	95	1	18
ROCK/STONE SIDESLOPE	0	10	16	26	0	10
EARTH SIDESLOPE	15	410	689	1,114	17	582
BUILDING	1	63	171	235	1	78
FENCE, OTHER THAN MEDIAN	6	143	834	983	6	177
BOULDER	0	13	22	35	0	22
DITCH	53	2,004	4,515	6,572	60	2,728
OVERHEAD STR/UNDERPASS**	0	5	27	32	0	8
OTHER FIXED OBJECT	10	218	821	1,049	11	324
TRASH DUMPSTER	0	4	21	25	0	6
OTHER						
OTHER OBJECT	1	44	379	424	1	55
ROAD DEFECT	0	12	43	55	0	17
ALL OTHERS	2	285	804	1,091	2	428
TOTALS	**789**	**28,853**	**81,138**	**110,780**	**890**	**47,472**

* ABBREVIATION FOR: HIGHWAY STRUCTURE, BRIDGE, OVERPASS

** ABBREVIATION FOR: OVERHEAD STRUCTURE, UNDERPASS

FIRST HARMFUL EVENT

The first harmful event (FHE) in a traffic accident is defined by the National Safety Council as the first occurrence of injury or damage in an accident. In 1991, the FHE in 80,920 of the 110,780 reported traffic accidents (73%) involved some type of collision between two or more vehicles in transport. The top three FHEs, all involving collisions between two or more vehicles in transport, were "angle collision", 35,230 (31.8%); "rear end collision", 29,317 (26.5%); and "sideswipe collision", 9,069 (8.2%). Combined, these three accounted for just under 2/3 of all reported accidents. The second largest category of FHEs involved collisions between a motor vehicle in transport and a fixed object with a total of 18,196 (16.4%) reported accidents. The leading object struck was a ditch with 6,572 (5.9%). The third leading category of FHEs was the non-collision with a total of 4,601 (4.2%) reported accidents.

The category with the largest percentage increase from 1990 involved accidents where a motor vehicle struck an animal. These accidents climbed from from 4,117 (3.5%) in 1990 to 4,393 (4%) in 1991, an increase of 6.7%; the only First Harmful Event category to increase from 1990. This entire increase can be accounted for by collisions involving a motor vehicle and a deer. These accidents increased by 8.9% from 1990 to a total of 3,689 and accounted for 3.3% of all reported accidents in 1991, making this the fifth largest FHE, up from sixth in 1990.

For fatal accidents, collisions between two or more motor vehicles in transport accounted for a substantially smaller percentage (46.1%) than for property damage only accidents (74.4%). Accidents involving a "collision with a fixed object" and "collision with a pedestrian" accounted for a substantially greater percentage of the fatal accidents (32.3% and 13.9%, respectively) than for property damage only accidents (15.1% and 0.2%). The leading FHE in fatal accidents was the "angle collision" with 191 (24.2%). This was followed by "collision with pedestrian" with 110 (13.9%); and "head on collisions" and "collisions with trees" with 104 each (13.2%). The 110 fatal accidents in the "collision with pedestrian" category accounted for 10% of the reported total in this FHE type. By comparison, only 191 (0.5%) of the "angle collisions" and 7 (0.1%) of the "sideswipe collisions" resulted in fatalities.

PART II

ACCIDENT CHARACTERISTICS

There are many characteristics associated with traffic accidents. Patterns in these characteristics can provide insight into the causes of accidents and may ultimately lead to effective countermeasures for reducing the number of accidents which occur and minimizing the severity of those which still do occur. The data provided on the following pages may raise interesting questions among those interested in highway safety. These questions may in turn lead to research which addresses a particular accident characteristic. Here are some examples of traffic accident characteristics for 1991:

A. **Driver**

- Male drivers between 20 and 24 years of age continue to be overrepresented in fatal collisions.
- Nearly two-thirds of all drivers involved in traffic accidents were not charged with any violation. .
- The leading traffic violation in 1991 was "Speeding, Less Than 10 MPH Over the Limit", accounting for 27.1% of the violations charged.

B. **Time**

- Fatal accidents occurred more often at night than in the daytime.
- The month of May had the most fatal accidents in 1991.
- More than twice as many fatal accidents occurred on Saturday as on Wednesday in 1991.

C. **Location**

- More fatal accidents (35.4% of the total) occurred on secondary routes than on any other route category.
- Only 6,405, less than 5.8% of all traffic accidents, occurred on the interstates. Slightly less than 8% (62 out of 789) of the fatal accidents occurred on the interstates.

D. **Environment**

- The vast majority (67.4%) of all traffic accidents occurred during clear or cloudy weather conditions.
- More than 8 out of 10 fatal accidents occurred on a dry road surface.

E. **Vehicles**

- Automobiles constituted three-fourths of all units involved in traffic accidents during 1991.
- A total of 8.2% of the traffic accidents involving railway trains, 9.3% involving pedestrians, 3.4% involving motorcycles, 2.0% involving bicycles, 4.4% involving mopeds and 1.9% involving truck tractors resulted in fatalities.

This is just a sample of some of the thought-provoking observations evident in the statistics presented on the following pages. These and other patterns indicated in the data, may merit additional research.

A. Driver

Numerous decisions are required of drivers in the operation of a motor vehicle. All too often, poor judgment, inattention, carelessness or even deliberate intent on the part of a driver results in a dangerous driving decision, which leads to a traffic accident. The probable cause in over 86% of all reported traffic accidents was driver-related in 1991. Often, the officer investigating the accident will issue a citation to one or more of the drivers involved in traffic accidents. Listed below are the top 10 driver violations charged to drivers involved in reported traffic accidents during 1991:

	Violation	#	%
1.	Speeding < 10 MPH Over The Limit	20,618	27.1
2.	Failure To Yield Right Of Way	17,039	22.4
3.	Following Too Closely	6,572	8.6
4.	Driving Under-Influence	5,055	6.7
5.	Disregarding Sign or Signal	3,684	4.8
6.	Changing Lanes Unlawfully	2,933	3.9
7.	Improper Turning Movement	2,180	2.9
8.	Drivers License Violation	1,688	2.2
9.	Improper Backing	1,625	2.1
10.	Improper Passing	1,059	1.4
11.	All Other Violations	13,651	17.9
	Total	**76,104**	**100.0**

Another group of driver violations which contributed to traffic accidents in 1991 involved non-compliance with drivers license restrictions. The top five restrictions not complied with by drivers involved in traffic accidents in 1991 are as follows (A citation was not necessarily issued for these, but the non-compliance did contribute to the accident occurrence.):

	Restriction	#	%
1.	Corrective Lenses	1,054	38.6
2.	Previous DUI	293	10.8
3.	Special Restricted (Age 15)	192	7.0
4.	Not to Exceed 50 MPH	22	0.8
5.	Neighborhood Only	11	0.4
6.	All Others	1,156	42.4
	TOTAL	**2,728**	**100.0**

Enumerated on the following pages are the number of licensed drivers by age and sex, and the number of drivers involved in accidents by age and sex. Based on the figures indicated in these tables, nearly 1 out of every 5 (18.9%) licensed, male drivers between the ages of 15 and 24 years of age were involved in an accident in 1991. Just under 1 in 8 (11.9%) female drivers the same age were involved in an accident. For the entire licensed population, approximately one out of every 12 drivers was involved in an accident during the year. One out of every 816 males ages 15 to 24 was involved in a fatal accident. This was approximately the same as the 1990 figure of 1 in 810. This compares to 1 out of every 2,043 licensed drivers in general.

SOUTH CAROLINA DRIVERS LICENSED BY AGE AND SEX*

1991

AGE	MALE	(%)	FEMALE	(%)	TOTAL	(%)
14@	69	0.0	13	0.0	82	0.0
15	6,036	0.3	4,585	0.2	10,621	0.4
16	13,274	0.6	10,954	0.5	24,228	1.0
17	17,921	0.7	15,038	0.6	32,959	1.4
18	20,255	0.8	17,519	0.7	37,774	1.6
19	22,365	0.9	20,409	0.8	42,774	1.8
20	24,656	1.0	23,622	1.0	48,278	2.0
21	25,551	1.1	24,845	1.0	50,396	2.1
22	25,159	1.0	24,867	1.0	50,026	2.1
23	24,756	1.0	25,185	1.0	49,941	2.1
24	25,664	1.1	25,878	1.1	51,542	2.1
25-29	138,879	5.8	144,869	6.0	283,748	11.8
30-34	139,668	5.8	148,117	6.1	287,785	11.9
35-39	132,256	5.5	141,375	5.9	273,631	11.3
40-44	123,432	5.1	128,003	5.3	251,435	10.4
45-49	99,905	4.1	99,868	4.1	199,773	8.3
50-54	77,597	3.2	77,616	3.2	155,213	6.4
55-59	67,773	2.8	68,544	2.8	136,317	5.7
60-64	61,932	2.6	62,148	2.6	124,080	5.1
65-69	57,488	2.4	58,011	2.4	115,499	4.8
70-74	45,007	1.9	44,484	1.8	89,491	3.7
75-79	27,674	1.1	28,261	1.2	55,935	2.3
80-84	13,954	0.6	14,970	0.6	28,924	1.2
85+	5,962	0.2	5,931	0.2	11,893	0.5
TOTAL	1,197,233	49.6	1,215,112	50.4	2,412,345	100.0

*As of 1/22/92
@Moped License Only

ALL REPORTED ACCIDENTS
AGE AND SEX OF DRIVER
1991

	--- TOTAL ACCIDENTS ---			-- FATAL ACCIDENTS --			-- INJURY ACCIDENTS --			PROPERTY DAMAGE ACCIDENTS		
AGE	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE	TOTAL	MALE	FEMALE
14 & younger	182	128	54	2	2	0	79	55	24	101	71	30
15	2,368	1,400	968	12	9	3	646	387	259	1,710	1,004	706
16	5,129	3,051	2,078	23	14	9	1,417	817	600	3,689	2,220	1,469
17	5,997	3,624	2,373	24	16	8	1,634	980	654	4,339	2,628	1,711
18	6,611	4,136	2,475	51	37	14	1,862	1,140	722	4,698	2,959	1,739
19	6,917	4,262	2,655	39	26	13	1,931	1,204	727	4,947	3,032	1,915
20	7,062	4,251	2,811	47	36	11	1,981	1,183	798	5,034	3,032	2,002
21	6,639	3,959	2,680	44	32	12	1,808	1,116	692	4,787	2,811	1,976
22	6,096	3,615	2,481	38	35	3	1,598	946	652	4,460	2,634	1,826
23	5,548	3,285	2,263	32	26	6	1,454	827	627	4,062	2,432	1,630
24	5,315	3,056	2,259	31	21	10	1,395	758	637	3,889	2,277	1,612
25 to 29	26,846	15,550	11,296	141	113	28	7,075	3,960	3,115	19,630	11,477	8,153
30 to 34	23,033	13,094	9,939	151	112	39	6,134	3,429	2,705	16,748	9,553	7,195
35 to 39	19,507	10,974	8,533	106	86	20	5,043	2,770	2,273	14,358	8,118	6,240
40 to 44	16,254	9,383	6,871	97	77	20	4,122	2,274	1,848	12,035	7,032	5,003
45 to 49	11,571	6,917	4,654	73	63	10	2,967	1,695	1,272	8,531	5,159	3,372
50 to 54	8,518	5,149	3,369	44	31	13	2,152	1,202	950	6,322	3,916	2,406
55 to 59	7,071	4,322	2,749	51	35	16	1,792	1,016	776	5,228	3,271	1,957
60 to 64	6,337	4,012	2,325	32	22	10	1,662	1,006	656	4,643	2,984	1,659
65 to 69	5,603	3,417	2,186	39	24	15	1,331	815	516	4,233	2,578	1,655
70 to 74	4,335	2,695	1,640	30	20	10	1,118	678	440	3,187	1,997	1,190
75 to 79	2,814	1,752	1,062	20	13	7	779	474	305	2,015	1,265	750
80 to 84	1,399	832	567	11	7	4	364	213	151	1,024	612	412
85 & older	552	327	225	7	5	2	148	87	61	397	235	162
Unknown age	653	527	126	1	1	0	163	126	37	489	400	89
Unknown sex[1]	9,427	-	-	35	-	-	1,479	-	-	7,913	-	-
TOTALS[2]	201,784	113,718	78,639	1,181	863	283	52,134	29,158	21,497	148,469	83,697	56,859

[1] - Includes drivers whose sex was not recorded on the report, plus hit and run accidents for which driver information was not determined; also includes parked cars with no driver.

[2] - Adding male, female and unknown sex, totals will equal the total for all drivers.

Out of the 201,784 drivers involved in all traffic accidents and whose gender was known, 59.1% were males. For property damage only accidents, males accounted for 59.4% of the known drivers, but in fatal accidents males comprised 75.3% of all drivers. More than 19.9% of all drivers involved in fatal accidents were male drivers between the ages of 17 and 24. This group of drivers comprised just under 8% of all licensed drivers in 1991. By comparison, female drivers aged 17 to 24 were involved in 6.7% of the fatal accidents and accounted for 7.4% of the licensed drivers.

DRIVER INTENTIONS IN ALL ACCIDENTS

1991

INTENTION	Number	Percentage
TRAFFIC UNIT MANEUVERING FOR TRAFFIC CONTROLS, INTERSECTIONS OR RAILROAD CROSSINGS:		
No External Cause of Maneuver	11,071	5.5
Traffic Signal	4,108	2.0
Stop Sign	3,368	1.7
Yield Sign	654	0.3
Uncontrolled Intersection	165	0.1
Crosswalk Not At Intersection	18	0.0
Police Officer, School Crossing Guard, Etc.	116	0.1
Railroad Crossing	108	0.1
Railroad Crossing Flasher Or Gate	105	0.1
Other Control	379	0.2
TRAFFIC UNIT MANEUVERING OR AVOIDING SOMETHING IN ROADWAY:		
Pedestrian	145	0.1
Pedalcycle	86	0.0
Other Road Vehicle (Except Pedalcycle)	335	0.2
Other Vehicle	1,315	0.7
Animal	625	0.3
Foreign Object In Roadway	215	0.1
Water, Ice, Snow or Hazardous Substance in Road	170	0.1
Road Defect	19	0.0
Road Maintenance or Construction Work	51	0.0
Fixed Object or Structure	34	0.0
Fog, Smoke, or Dust	120	0.1
Previous Accidents	146	0.1
Other Event	278	0.1
Curve in Roadway	168	0.1
Restriction in Roadway Width	5	0.0
Change in Roadway Alignment	12	0.0
Shoulder	49	0.0
Loose Gravel in Roadway	7	0.0
Unknown Object, Event, or Feature	575	0.3
TRAFFIC UNIT MANEUVER BECAUSE OF MECHANICAL FAILURE:		
Tire Failure	95	0.0
Steering Gear Failure	156	0.1
Engine Failure	168	0.1
Windshield Wiper Failure	139	0.1
Load Spilled or Dropped	45	0.0
Involved in Previous Accident	76	0.0
Other Failure	390	0.2
TRAFFIC UNIT MANEUVER FOR OWN INTENDED MOVEMENT:		
Moving Straight Ahead in Proper Direction	98,443	48.8
Merge with Traffic on Left	880	0.4
Merge with Traffic on Right	798	0.4
Left Turn	21,410	10.6
Right Turn	6,494	3.2
U Turn	468	0.2
Enter Roadway From Entrance Ramp on Left	138	0.1
Enter Roadway From Entrance Ramp on Right	553	0.3

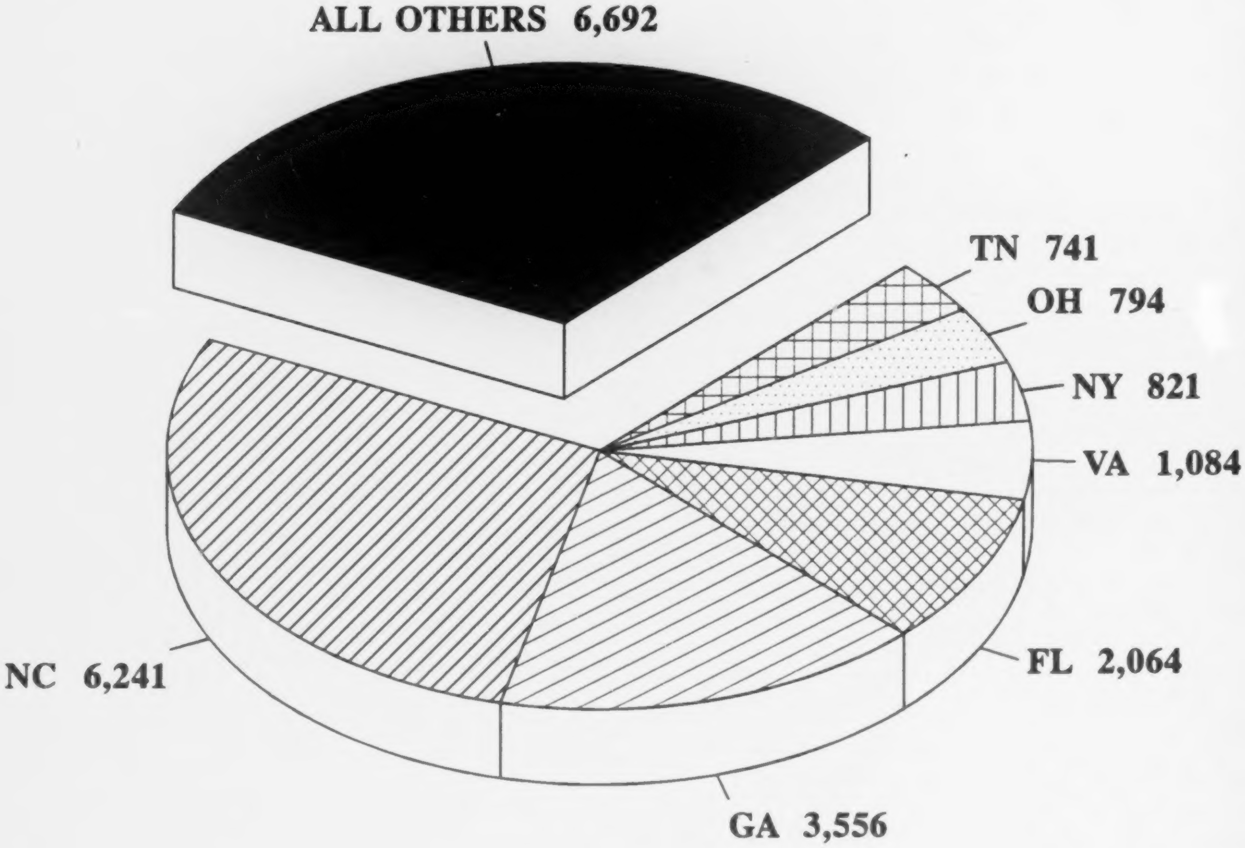
DRIVER INTENTIONS IN ALL ACCIDENTS

1991 (cont.)

INTENTION	Number	Percentage
TRAFFIC UNIT MANEUVER FOR OWN INTENDED MOVEMENT (cont.):		
Enter Roadway From Shoulder on Left	286	0.1
Enter Roadway From Shoulder on Right	891	0.4
Enter Roadway From Parking at Left Curb	95	0.0
Enter Roadway From Parking at Right Curb	391	0.2
Leave Roadway To Exit Ramp on Left	41	0.0
Leave Roadway To Exit Ramp on Right	162	0.1
Leave Roadway To Shoulder on Left	165	0.1
Leave Roadway To Shoulder on Right	324	0.2
Leave Roadway To Parking at Left Curb	41	0.0
Leave Roadway To Parking at Right Curb	104	0.0
Leave Roadway To Driveway on Left	416	0.2
Leave Roadway To Driveway on Right	336	0.2
Board or Discharge Passenger	190	0.1
Backing	3,773	1.9
TRAFFIC UNIT MANEUVER AROUND OTHER TRAFFIC UNIT(S):		
Overtaking Subject Unit on Left	1,678	0.8
Overtaking Subject Unit on Right	777	0.4
Changing Lanes to Left	1,921	1.0
Changing Lanes to Right	1,969	1.0
Merging From Left	148	0.1
Merging From Right	225	0.1
On Right Side of Roadway	206	0.1
In Wrong Direction on One Way Roadway	96	0.0
Swerving To Left	865	0.4
Swerving To Right	798	0.4
Slowing or Stopping	12,086	6.0
Stopped in Traffic	15,271	7.6
Stopped To Board or Discharge Passenger	270	0.1
Skidding, Spinning, or Yawing	1,541	0.8
Jack Knifing	21	0.0
Turning Left From Same Direction	569	0.3
Turning Left From Opposite Direction	477	0.2
Making U Turn	81	0.0
Turning Right From Same Direction	292	0.1
Turning Right From Opposite Direction	62	0.0
Entering Roadway From Ramp on Left	23	0.0
Entering Roadway From Ramp on Right	169	0.1
Entering Roadway From Roadway on Left	324	0.2
TOTAL	201,784	100.0

There are a total of eighty-one (81) categories of Driver Intentions that can be assigned to a driver involved in a traffic accident in South Carolina. In 1990, the top five categories accounted for more than three-fourths (78.5%) of all drivers involved in traffic accidents during the year. These include: "Moving Straight Ahead in Proper Direction" by 98,443 drivers or 48.8% of the total; followed by "Left Turn" with 21,410 (10.6%); "Stopped in Traffic", 15,271 (7.6%); "Slowing or Stopping", 12,086 (6.0%); and "No External Cause of Maneuver" with 11,071 (5.5%).

OUT OF STATE DRIVERS IN
SC TRAFFIC ACCIDENTS
1991



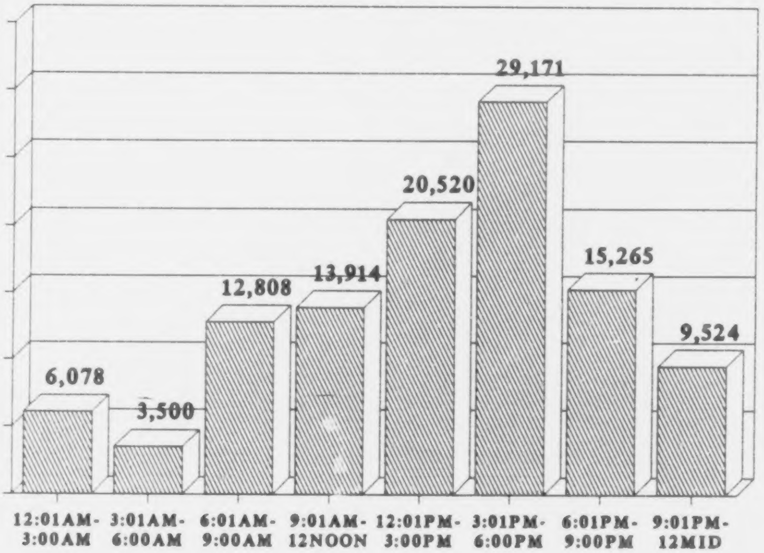
SOUTH CAROLINA DRIVERS COMPRISED 167,775 DRIVERS

B. Time

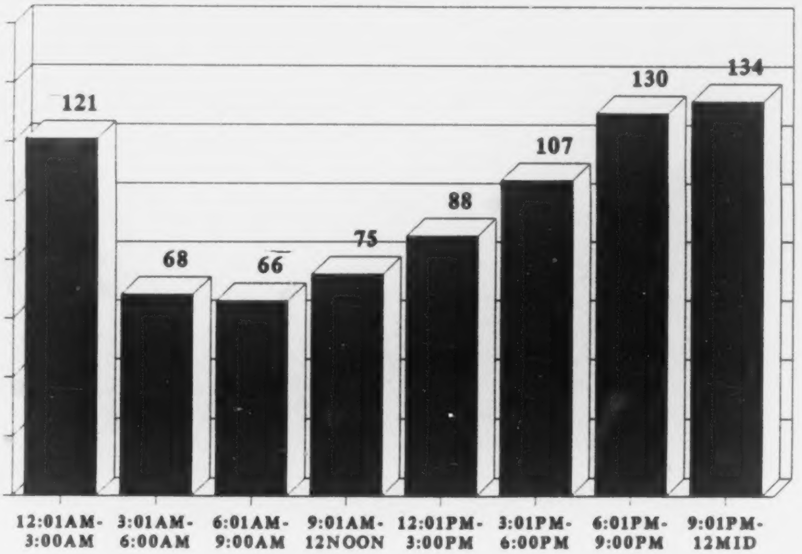
The frequency of traffic accidents is affected by the settings of the clock and calendar. The concentration of traffic, for example, is heavier at certain times of the day, days of the week and month. Travel is also affected by holidays and by special events such as football games. In addition to travel, driver attitudes, vision and behavior are influenced by these time factors. Also, the weather may be influenced by time of the year. On the following pages, statistics are presented which indicate observable differences in the occurrence of accidents with relation to various time variables. Some of the important observations in the 1991 data are as follows:

- Property damage only accidents are much more likely to occur during the daylight hours. More than 70% of accidents that have no injuries or fatalities occurred between 6:01am and 6:00pm.
- In contrast to the property damage only accidents, fatal accidents occurred more frequently in the nighttime hours between 6:01pm and 6:00am. More than 57% of all accidents involving fatalities occurred during this period.
- More traffic accidents were reported on Friday than on any other day of the week with 19.2% of the total; the fewest traffic accidents were reported on Sundays with 9.6%.
- The most fatal accidents were reported on Saturday, with 178 out of the 789 which occurred during the year. This represents 22.6% of all fatal accidents and is more than twice the number that occurred on Tuesday, the low day. Only 79 fatal accidents occurred on Tuesday, or 10% of the total.
- May was the leading month for all accidents in 1991. August was the leading month for fatal accidents with 77. A total of 87 persons died in August traffic accidents, the same number as died in March. The fewest accidents were reported in February with 7.1% of the total. February also had the fewest traffic deaths with 52 or 5.8% of the total.
- Traffic fatalities increased in 2 of the 6 holiday periods from 1990 to 1991, decreased in three and remained the same in one. It should be noted that two of the holiday periods that decreased (Christmas and New Years) were 72 hours shorter in 1991 compared to 1990.

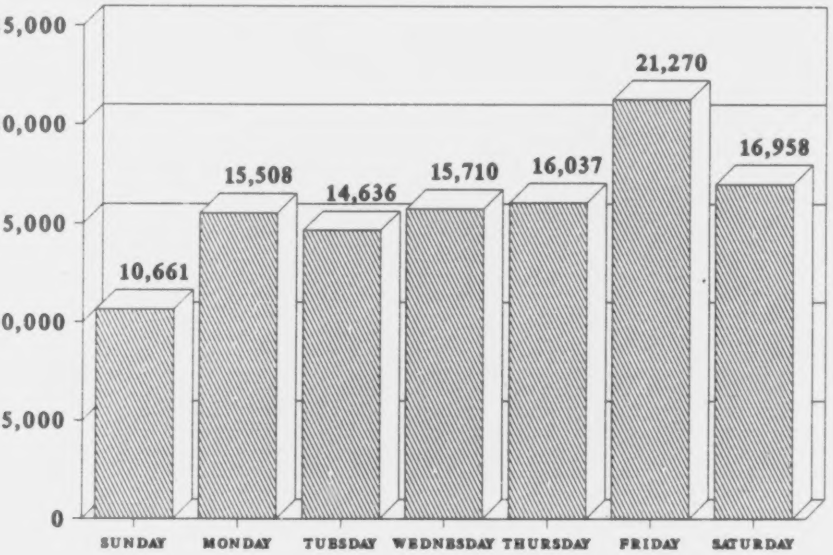
ALL ACCIDENTS BY TIME OF DAY
1991



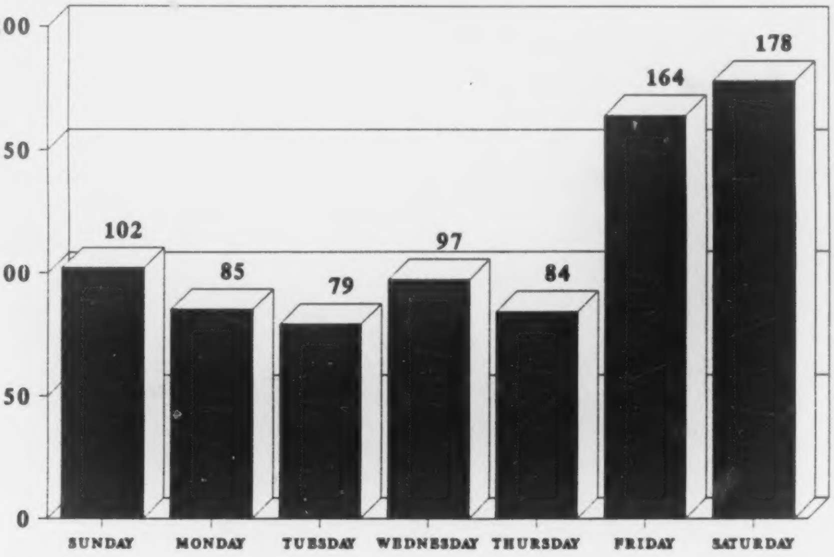
FATAL ACCIDENTS BY TIME OF DAY
1991



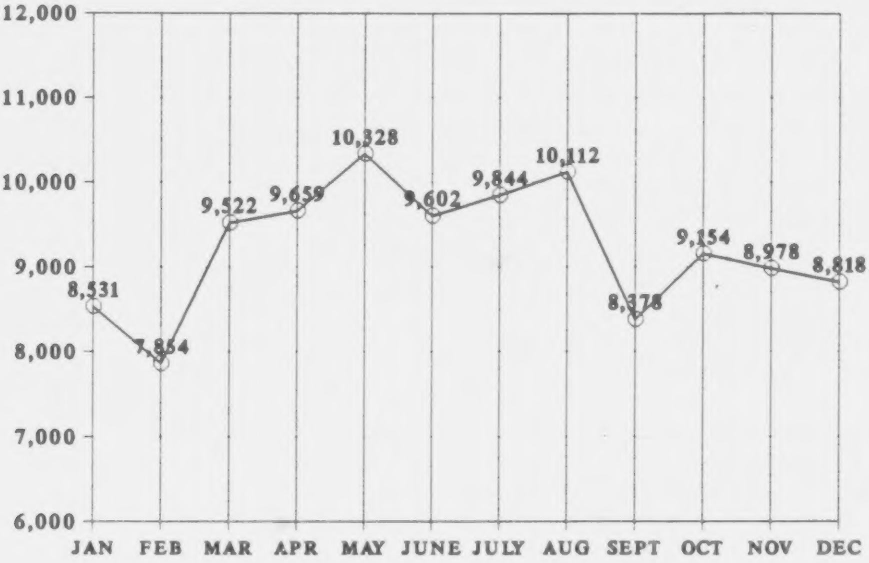
ALL ACCIDENTS BY DAY OF THE WEEK
1991



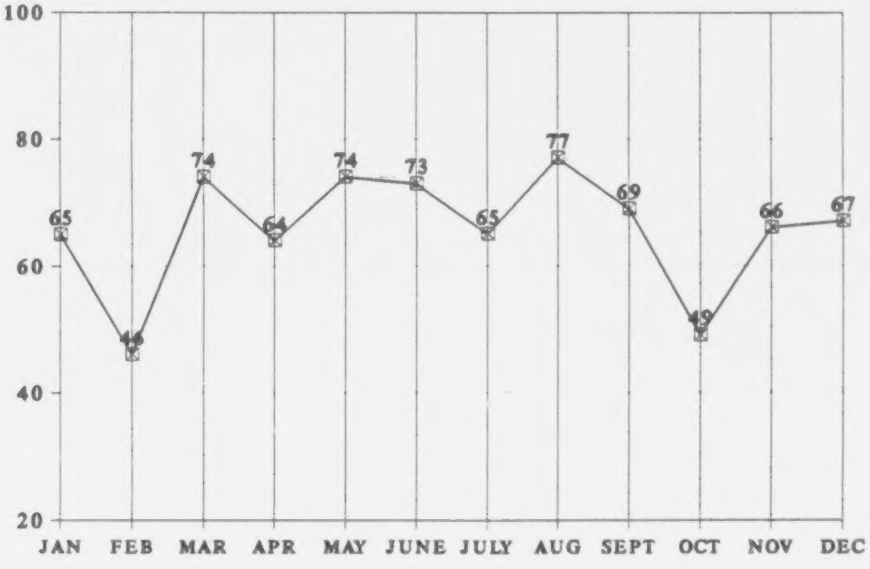
FATAL ACCIDENTS BY DAY OF THE WEEK
1991



ALL TRAFFIC ACCIDENTS BY MONTH
1991



FATAL TRAFFIC ACCIDENTS BY MONTH
1991



Traffic Accidents by Time of Day

The time of day had a substantial influence on the severity of traffic accidents which occurred during 1991. For all reported accidents, 69% occurred during the daylight hours, 6:01am to 6:00pm. However, only 42.6% of the fatal accidents occurred druing this 12 hour period. The greatest number of accidents occurred druing the afternoon rush hour, 3:01 to 6:00pm. However, three nighttime periods experienced more fatal accidents than the afternoon rush hour. The period 9:01pm to midnight had the most fatal accidents with 134, followed closely by the 6:01 to 9:00pm with 130. A total of 26.3% of all reported accidents occurred druing this three hour period. For fatal accidents the proportion was substantially smaller with only 13.6% occurring during this period.

The contrast between all and fatal accidents is even more apparent in the very early morning hours, between 12:01 and 6:00am. More than twice the percentage of fatal accidents (24%) occurred druing these hours compared to all accidents (8.6%).

Traffic Accidents by Day of the Week

Differences in travel patterns and driver behavior between the seven days of the week are reflected in both the number and severity of traffic accidents which occurred in 1991. More accidents were reported on Friday than for any other day. Over 4,300 more accidents were reported on Friday than the second leading day, Saturday. A total of 19.2% of all accidents occurred on Friday. By contrast, the fewest accidents occurred on Sunday, with just 9.6% of the total.

The contrast between the days was even greater for fatal accidents. Far more fatal accidents were reported on Saturday than on any other day. The second leading day was Friday. The 178 reported fatal accidents on Saturday represented 22.6% of all fatal accidents; Friday's total of 164 represented 20.8%. Only 79 fatal accidents were reported on Tuesday, the day with the fewest fatal accidents. Less than half the number of fatal accidents were reported for Tuesday compared to Saturday.

Traffic Accidents by Month

The occurrence of traffic accidents differed substantially between the twelve months of 1991. The month of February had more than 1,300 fewer reported accidents than the monthly average for the year (9,232). The peak month for all traffic accidents in 1991 was August with 10,112 reported accidents. In contrast to many other years, there was little icy weather in 1991; as a result, all three winter months (January, February and December) had fewer reported accidents than the monthly average in 1991.

The month of August had the most fatal accidents with 77 in 1991. The fewest fatal accidents were reported in February with 46. In contrast to the Octobers during the 1980s, October 1991 had fewer fatal accidents than the average month of the year. Only 49 fatal accidents were reported in October resulting in 53 persons killed. An average month in 1991 had approximately 66 fatal accidents resulting in 74 traffic fatalities.

PERSONS KILLED AND FATAL ACCIDENTS FOR SELECTED HOLIDAY PERIODS IN SOUTH CAROLINA
1982 - 1991

Holiday & Years	Time Beginning	Days & Dates	Hours	Actual Holiday	Persons Killed	Fatal Accidents
Memorial Day						
1982	6 p.m.	05/28 - 05/31	78	Mon	5	5
1983	6 p.m.	05/27 - 05/30	78	Mon	7	6
1984	6 p.m.	05/25 - 05/28	78	Mon	5	5
1985	6 p.m.	05/24 - 05/27	78	Mon	12	10
1986	6 p.m.	05/23 - 05/26	78	Mon	17	14
1987	6 p.m.	05/22 - 05/25	78	Mon	10	8
1988	6 p.m.	05/27 - 05/30	78	Mon	10	8
1989	6 p.m.	05/26 - 05/29	78	Mon	13	9
1990	6 p.m.	05/25 - 05/28	78	Mon	12	10
1991	6 p.m.	05/24 - 05/27	78	Mon	12	9
Fourth of July						
1982	6 p.m.	07/02 - 07/05	78	Sun	8	7
1983	6 p.m.	07/01 - 07/04	78	Mon	17	13
1984	6 p.m.	07/03 - 07/04	30	Wed	3	2
1985	6 p.m.	07/03 - 07/07	102	Thur	20	18
1986	6 p.m.	07/03 - 07/05	78	Fri	17	17
1987	6 p.m.	07/02 - 07/05	78	Sat	13	13
1988	6 p.m.	07/01 - 07/04	78	Mon	16	15
1989	6 p.m.	06/30 - 07/04	102	Tue	16	14
1990	6 p.m.	07/03 - 07/04	30	Wed	9	9
1991	6 p.m.	07/03 - 07/07	102	Thur	19	17
Labor Day						
1982	6 p.m.	09/03 - 09/06	78	Mon	10	9
1983	6 p.m.	09/02 - 09/05	78	Mon	11	11
1984	6 p.m.	08/31 - 09/03	78	Mon	12	10
1985	6 p.m.	08/30 - 09/02	78	Mon	11	11
1986	6 p.m.	08/29 - 09/01	78	Mon	14	7
1987	6 p.m.	09/04 - 09/07	78	Mon	25	14
1988	6 p.m.	09/02 - 09/05	78	Mon	15	14
1989	6 p.m.	09/01 - 09/04	78	Mon	5	5
1990	6 p.m.	08/31 - 09/03	78	Mon	17	16
1991	6 p.m.	08/30 - 09/02	78	Mon	7	7

PERSONS KILLED AND FATAL ACCIDENTS FOR SELECTED HOLIDAY PERIODS IN SOUTH CAROLINA
1982 - 1991

Holiday & Years	Time Beginning	Days & Dates	Hours	Actual Holiday	Persons Killed	Fatal Accidents
Thanksgiving						
1982	6 p.m.	11/24 - 11/28	102	Thur	6	5
1983	6 p.m.	11/23 - 11/27	102	Thur	13	11
1984	6 p.m.	11/21 - 11/25	102	Thur	13	13
1985	6 p.m.	11/27 - 12/01	102	Thur	13	12
1986	6 p.m.	11/26 - 11/30	102	Thur	11	12
1987	6 p.m.	11/25 - 11/29	102	Thur	19	15
1988	6 p.m.	11/23 - 11/27	102	Thur	20	13
1989	6 p.m.	11/22 - 11/26	102	Thur	15	14
1990	6 p.m.	11/22 - 11/26	102	Thur	6	6
1991	6 p.m.	11/27 - 12/01	102	Thur	8	8
Christmas						
1982	6 p.m.	12/23 - 12/26	78	Sat	8	8
1983	6 p.m.	12/23 - 12/26	78	Sun	10	9
1984	6 p.m.	12/21 - 12/25	102	Tue	20	19
1985	6 p.m.	12/24 - 12/25	30	Wed	6	4
1986	6 p.m.	12/24 - 12/28	102	Thur	16	15
1987	6 p.m.	12/24 - 12/27	78	Fri	10	10
1988	6 p.m.	12/23 - 12/26	78	Sun	4	4
1989	6 p.m.	12/22 - 12/25	78	Mon	10	10
1990	6 p.m.	12/21 - 12/25	102	Tue	23	19
1991	6 p.m.	12/24 - 12/25	30	Wed	2	2
New Years						
1982	6 p.m.	12/30/82 - 01/02/83	78	Sat	8	8
1983	6 p.m.	12/30/83 - 01/02/84	78	Sun	8	8
1984	6 p.m.	12/28/84 - 01/01/85	102	Tue	12	10
1985	6 p.m.	12/31/85 - 01/01/86	30	Wed	4	4
1986	6 p.m.	12/31/86 - 01/04/87	102	Thur	27	20
1987	6 p.m.	12/31/87 - 01/03/88	78	Fri	6	6
1988	6 p.m.	12/30/88 - 01/02/89	78	Sun	14	12
1989	6 p.m.	12/29/89 - 01/01/90	78	Mon	10	10
1990	6 p.m.	12/28/90 - 01/01/91	102	Tue	14	13
1991	6 p.m.	12/31/91 - 01/01/92	30	Wed	1	1

SOUTH CAROLINA
MOTOR VEHICLE TRAFFIC DEATH CALENDAR
1991

JANUARY

	SUN	MON	TUE	WED	THUR	FRI	SAT
			1 2	2 0	3 1	4 4	5 3
	6 3	7 5	8 2	9 2	10 2	11 6	12 1
	13 1	14 0	15 2	16 0	17 1	18 5	19 2
	20 2	21 3	22 1	23 1	24 3	25 3	26 5
	27 2	28 2	29 1	30 2	31 0		
Total	8	10	8	5	7	18	11

Monthly Total 67

FEBRUARY

	SUN	MON	TUE	WED	THUR	FRI	SAT
						1 2	2 4
	3 1	4 1	5 5	6 5	7 2	8 0	9 3
	10 5	11 3	12 2	13 0	14 0	15 3	16 1
	17 4	18 1	19 0	20 0	21 1	22 3	23 4
	24 0	25 0	26 0	27 0	28 2		
Total	10	5	7	5	5	8	12

Monthly Total 52

MARCH

	SUN	MON	TUE	WED	THUR	FRI	SAT
						1 3	2 6
	3 2	4 2	5 1	6 2	7 2	8 4	9 3
	10 0	11 0	12 3	13 3	14 3	15 2	16 2
	17 1	18 0	19 0	20 3	21 2	22 6	23 10
	24 3	25 6	26 3	27 1	28 1	29 6	30 5
	31 2						
Total	8	8	7	9	8	21	26

Monthly Total 87

APRIL

	SUN	MON	TUE	WED	THUR	FRI	SAT
		1 1	2 1	3 2	4 5	5 2	6 0
	7 4	8 2	9 1	10 1	11 0	12 5	13 3
	14 0	15 1	16 5	17 3	18 0	19 4	20 2
	21 0	22 2	23 2	24 5	25 1	26 2	27 14
	28 2	29 0	30 3				
Total	6	6	12	11	6	13	19

Monthly Total 73

MAY

	SUN	MON	TUE	WED	THUR	FRI	SAT
				1 4	2 0	3 2	4 3
	5 2	6 4	7 2	8 2	9 0	10 8	11 4
	12 3	13 1	14 1	15 3	16 1	17 5	18 2
	19 0	20 3	21 3	22 0	23 2	24 6	25 3
	26 3	27 4	28 0	29 6	30 3	31 0	
Total	8	12	6	15	6	21	12

Monthly Total 80

JUNE

	SUN	MON	TUE	WED	THUR	FRI	SAT
							1 5
	2 2	3 0	4 4	5 3	6 3	7 2	8 6
	9 6	10 3	11 2	12 0	13 0	14 4	15 6
	16 2	17 4	18 0	19 3	20 8	21 4	22 6
	23 2	24 3	25 4	26 0	27 0	28 2	29 2
	30 4						
Total	16	10	10	6	11	12	25

Monthly Total 90

SOUTH CAROLINA
MOTOR VEHICLE TRAFFIC DEATH CALENDAR
1991

JULY

	SUN	MON	TUE	WED	THUR	FRI	SAT
		1 2	2 0	3 5	4 2	5 5	6 4
	7 3	8 2	9 1	10 3	11 1	12 4	13 3
	14 0	15 1	16 2	17 2	18 5	19 2	20 3
	21 3	22 0	23 2	24 0	25 0	26 3	27 2
	28 1	29 4	30 9	31 1			
Total	7	9	14	11	8	14	12

Monthly Total 75

AUGUST

	SUN	MON	TUE	WED	THUR	FRI	SAT
					1 3	2 5	3 4
	4 4	5 1	6 1	7 4	8 1	9 4	10 5
	11 1	12 1	13 0	14 2	15 2	16 5	17 5
	18 3	19 3	20 0	21 0	22 5	23 3	24 2
	25 6	26 2	27 1	28 3	29 4	30 4	31 3
Total	14	7	2	9	15	21	19

Monthly Total 87

SEPTEMBER

	SUN	MON	TUE	WED	THUR	FRI	SAT
	1 3	2 0	3 3	4 1	5 5	6 1	7 3
	8 1	9 0	10 3	11 3	12 2	13 4	14 4
	15 0	16 0	17 1	18 6	19 2	20 4	21 8
	22 1	23 2	24 3	25 2	26 3	27 9	28 2
	29 0	30 1					
Total	5	3	10	12	12	18	17

Monthly Total 77

OCTOBER

	SUN	MON	TUE	WED	THUR	FRI	SAT
			1 1	2 1	3 1	4 2	5 2
	6 2	7 1	8 2	9 2	10 0	11 4	12 2
	13 1	14 2	15 0	16 1	17 1	18 2	19 3
	20 3	21 1	22 4	23 0	24 0	25 1	26 4
	27 5	28 2	29 0	30 1	31 2		
Total	11	6	7	5	4	9	11

Monthly Total 53

NOVEMBER

	SUN	MON	TUE	WED	THUR	FRI	SAT
						1 5	2 6
	3 7	4 1	5 0	6 0	7 2	8 2	9 3
	10 4	11 2	12 0	13 0	14 1	15 1	16 11
	17 1	18 2	19 0	20 6	21 1	22 4	23 3
	24 3	25 2	26 2	27 1	28 4	29 1	30 2
Total	15	7	2	7	8	13	25

Monthly Total 77

DECEMBER

	SUN	MON	TUE	WED	THUR	FRI	SAT
	1 1	2 0	3 3	4 8	5 3	6 1	7 4
	8 4	9 3	10 1	11 1	12 1	13 6	14 5
	15 2	16 2	17 1	18 3	19 0	20 4	21 1
	22 3	23 4	24 1	25 1	26 2	27 1	28 3
	29 2	30 1	31 0				
Total	12	10	6	13	6	12	13

Monthly Total 72

C. Location

No area of South Carolina was immune from traffic accidents in 1991. Every county experienced the tragedy of at least one fatal traffic accident during the year. Five of the state's 46 counties (down from eight in 1990) had at least 40 traffic fatalities during the year. A variety of factors influence where traffic accidents, injuries and fatalities occur including the volume of traffic on a particular highway, weather variations, travel patterns and many other factors. On the following pages, statistics are presented which indicate observable differences in the occurrence of traffic accidents with relation to various location categories. Some of the important observations in the data are as follows:

- In 1991, the most traffic accidents occurred in Charleston County with 12,399. The most fatal accidents and fatalities were in Horry County with 54 and 59 respectively.

- A total of 58,924 accidents were investigated by the South Carolina Highway Patrol. This represents 53.2% of the total.

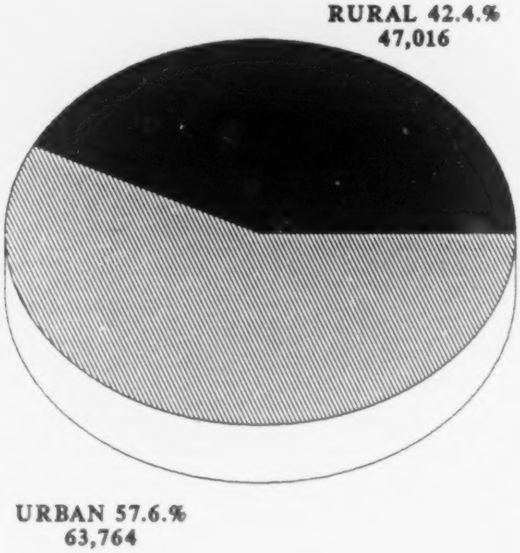
- More accidents occurred on State Secondary routes than on any other route category. These routes accounted for 32.3% of the reported total, just ahead of U.S. Primary routes which had 32.2%.

- The Secondary routes also accounted for the largest percentage of fatal accidents with 35.4% of the total. The 279 fatal accidents which occurred on the Secondary routes were more than four times the 62 fatal accidents reported on the Interstate routes.

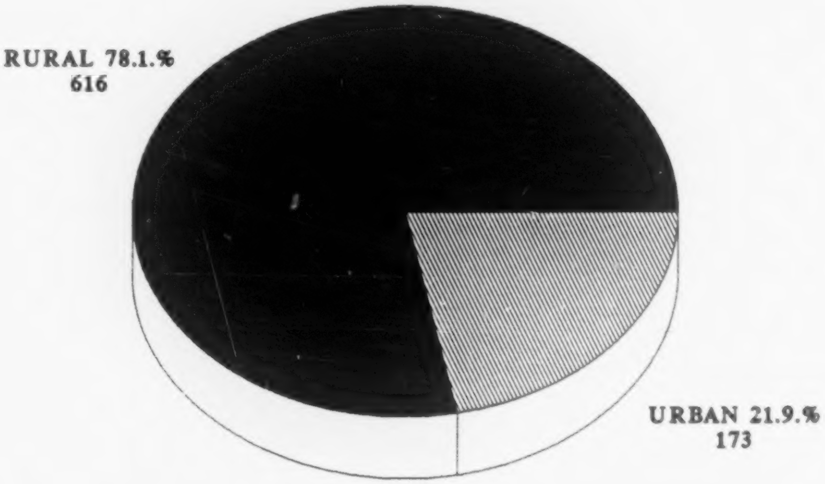
- A total of 6,405 accidents occurred on the Interstates. This was less than 1/5 the total reported on the State Secondary routes.

- A total of 46.8% of all reported traffic accidents in 1991 occurred at a "nonjunction" location. The 392 fatal accidents at a "nonjunction" location represent slightly less than half of all fatal traffic accidents for the year. (See Definitions page for a definition of "nonjunction".)

ALL TRAFFIC ACCIDENTS: RURAL/URBAN*
1991

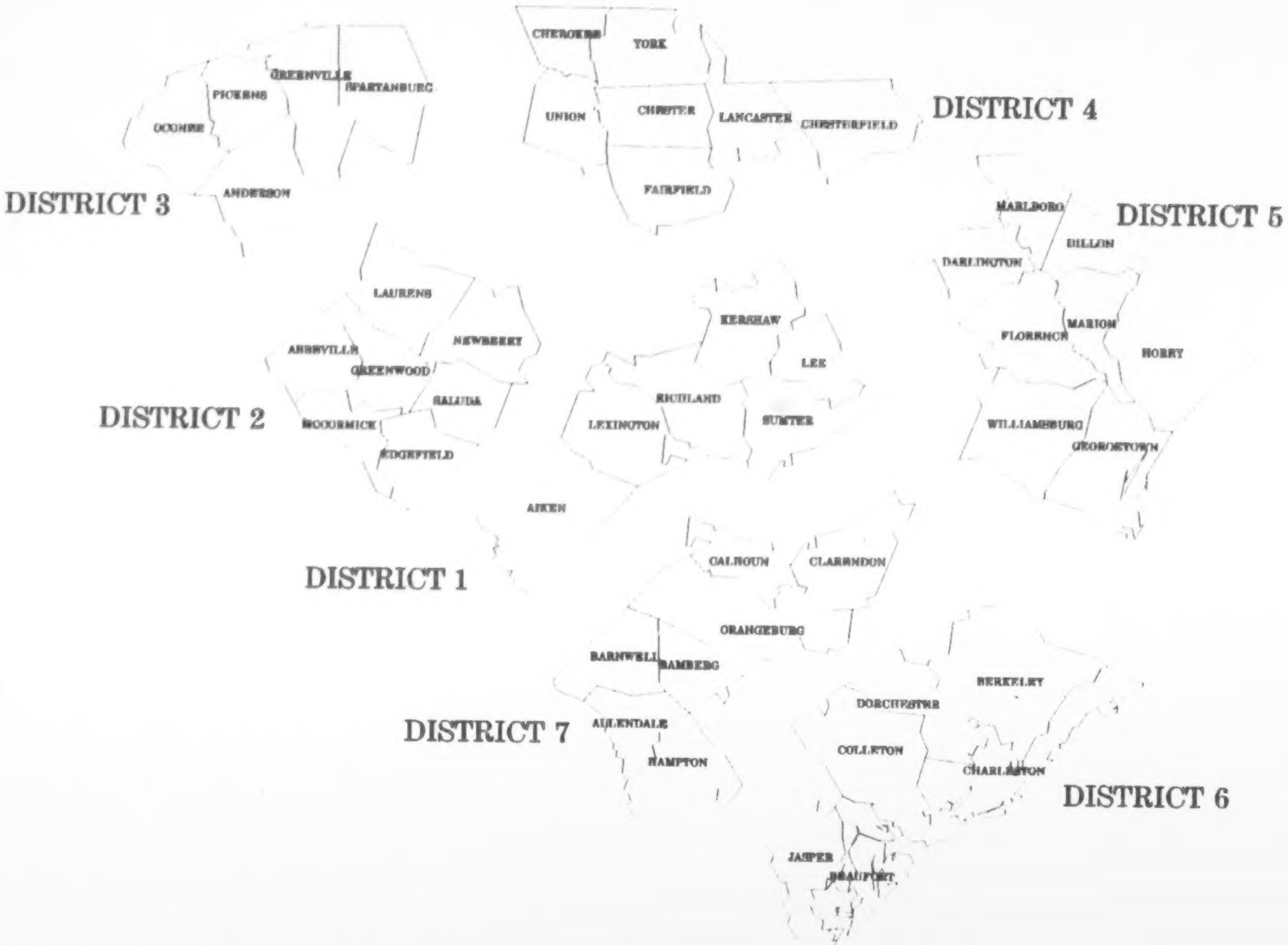


FATAL TRAFFIC ACCIDENTS: RURAL/URBAN*
1991

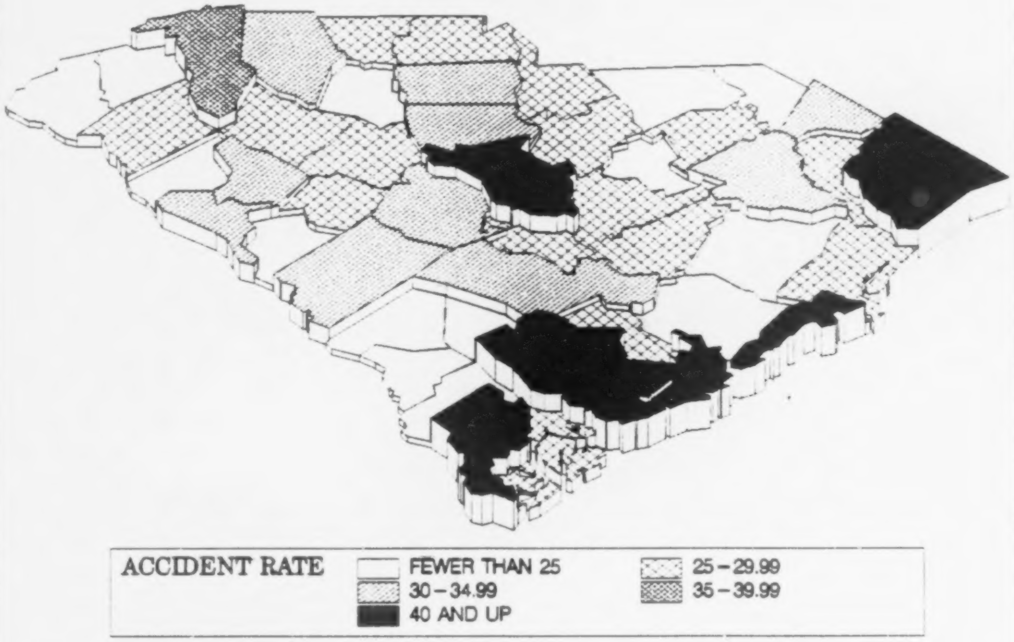


* See pages 88-89 for definitions of urban and rural areas.

SOUTH CAROLINA
HIGHWAY DISTRICTS

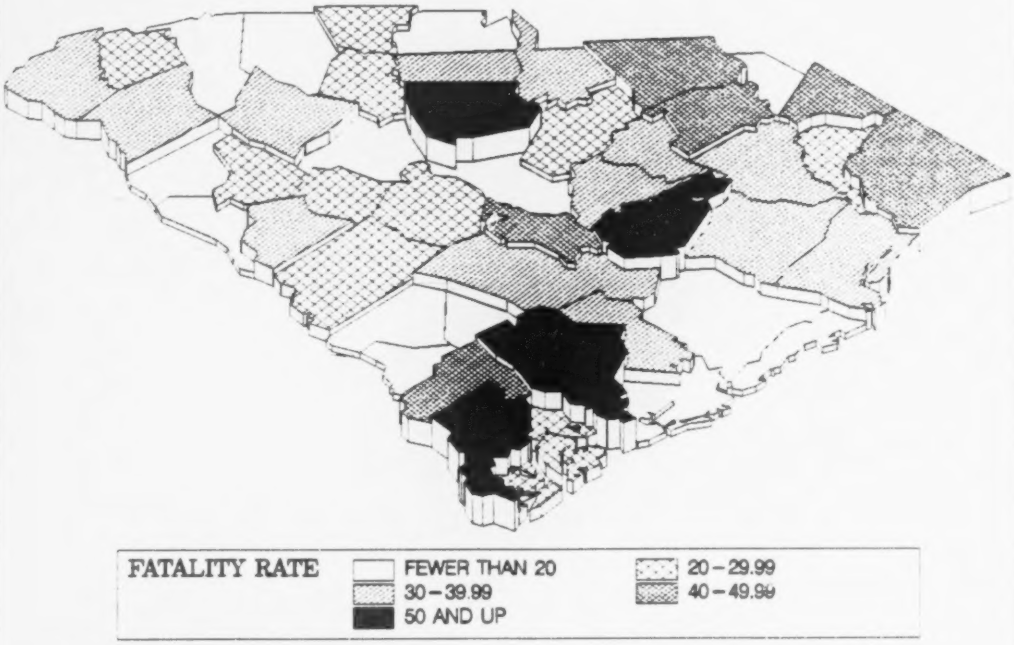

CHEROKEE
YORK
GREENVILLE
SPARTANBURG
PICKENS
OCONEE
UNION
CHESTER
LANCASTER
CHESTERFIELD
DISTRICT 4
DISTRICT 3
ANDERSON
FAIRFIELD
MARLBORO
DISTRICT 5
DILLON
DARLINGTON
LAURENS
KERSHAW
MARION
FLORENCE
HORRY
ABBEVILLE
NEWBERRY
GREENWOOD
LEE
SALUDA
DISTRICT 2
McCORMICK
RICHLAND
SUMTER
LEXINGTON
WILLIAMSBURG
GEORGETOWN
EDGEFIELD
AIKEN
CALHOUN
CLARENDON
DISTRICT 1
ORANGEBURG
BARNWELL
BAMBERG
BERKELEY
DORCHESTER
DISTRICT 7
ALLENDALE
COLLETON
HAMPTON
CHARLESTON
DISTRICT 6
JASPER
BEAUFORT

TRAFFIC ACCIDENTS PER 1000 POPULATION*
1991


ACCIDENT RATE
☐ FEWER THAN 25
▨ 25 – 29.99
▨ 30 – 34.99
▨ 35 – 39.99
■ 40 AND UP

*BASED ON 1990 CENSUS DATA

TRAFFIC FATALITIES PER 100,000 POPULATION*
1991


FATALITY RATE
☐ FEWER THAN 20
▨ 20 – 29.99
▨ 30 – 39.99
▨ 40 – 49.99
■ 50 AND UP

*BASED ON 1990 CENSUS DATA

SOUTH CAROLINA TRAFFIC ACCIDENT DEATHS
BY HIGHWAY DISTRICT
1990 vs. 1991

DISTRICT #1

COUNTY	DEATHS	
	1990	1991
Aiken	47	30
Kershaw	15	12
Lee	8	7
Lexington	28	36
Richland	49	46
Sumter	19	34
Total	166	165

DISTRICT #2

COUNTY	DEATHS	
	1990	1991
Abbeville	5	4
Edgefield	8	6
Greenwood	19	13
Laurens	19	20
McCormick	3	1
Newberry	7	3
Saluda	6	4
Total	67	51

DISTRICT #3

COUNTY	DEATHS	
	1990	1991
Anderson	47	44
Greenville	78	51
Oconee	20	18
Pickens	18	24
Spartanburg	54	39
Total	217	176

DISTRICT #4

COUNTY	DEATHS	
	1990	1991
Cherokee	12	13
Chester	9	12
Chesterfield	12	16
Fairfield	6	12
Lancaster	14	18
Union	10	7
York	34	23
Total	97	101

DISTRICT #5

COUNTY	DEATHS	
	1990	1991
Darlington	18	25
Dillon	16	12
Florence	25	37
Georgetown	20	17
Horry	49	59
Marion	17	10
Marlboro	11	5
Williamsburg	14	14
Total	170	179

DISTRICT #6

COUNTY	DEATHS	
	1990	1991
Beaufort	21	21
Berkeley	41	23
Charleston	51	46
Colleton	36	22
Dorchester	27	27
Jasper	18	18
Total	194	157

DISTRICT #7

COUNTY	DEATHS	
	1990	1991
Allendale	5	1
Bamberg	3	2
Barnwell	7	2
Calhoun	15	6
Clarendon	13	16
Hampton	3	8
Orangeburg	26	26
Total	72	61

STATE TOTALS

DISTRICT	YEAR	
	1990	1991
District #1	166	165
District #2	67	51
District #3	217	176
District #4	97	101
District #5	170	179
District #6	194	157
District #7	72	61
TOTAL	983	890

SOUTH CAROLINA
MOTOR VEHICLE TRAFFIC ACCIDENTS BY COUNTY - 1991

	NUMBER OF ACCIDENTS				NUMBER OF PERSONS	
COUNTY	FATAL	INJURY	PROPERTY DAMAGE	TOTAL ACCIDENTS	KILLED	INJURED
Abbeville	4	145	279	428	4	242
Aiken	28	992	2,753	3,773	30	1,536
Allendale	1	55	163	219	1	86
Anderson	39	1,222	2,957	4,218	44	2,021
Bamberg	2	100	256	358	2	190
Barnwell	2	129	290	421	2	252
Beaufort	18	475	1,864	2,357	21	706
Berkeley	22	636	2,401	3,059	23	1,056
Calhoun	5	70	253	328	6	116
Charleston	42	3,296	9,061	12,399	46	5,237
Cherokee	11	413	899	1,323	13	710
Chester	11	308	715	1,034	12	541
Chesterfield	13	253	519	785	16	422
Clarendon	14	198	519	731	16	367
Colleton	17	310	1,094	1,421	22	526
Darlington	25	595	946	1,566	25	1,047
Dillon	12	287	663	962	12	528
Dorchester	23	499	1,564	2,086	27	776
Edgefield	6	97	254	357	6	153
Fairfield	9	192	506	707	12	388
Florence	30	1,080	2,761	3,871	37	1,835
Georgetown	16	410	888	1,314	17	713
Greenville	44	2,768	8,908	11,720	51	4,187
Greenwood	12	442	1,356	1,810	13	724
Hampton	4	99	308	411	8	180
Horry	54	1,707	4,544	6,305	59	2,946
Jasper	13	166	486	665	18	291
Kershaw	11	296	856	1,163	12	510
Lancaster	18	472	1,110	1,600	18	791
Laurens	17	491	1,049	1,557	20	854
Lee	6	138	233	377	7	285
Lexington	35	1,219	4,047	5,301	36	1,991
McCormick	1	62	230	293	1	93
Marion	10	279	624	913	10	507
Marlboro	5	272	396	673	5	571
Newberry	3	213	762	978	3	350
Oconee	13	372	885	1,270	18	569
Orangeburg	25	623	2,086	2,734	26	1,051
Pickens	19	592	1,624	2,235	24	913
Richland	36	2,522	9,080	11,638	46	4,048
Saluda	4	114	307	425	4	177
Spartanburg	37	1,974	4,966	6,977	39	3,190
Sumter	29	600	1,941	2,570	34	970
Union	7	216	529	752	7	343
Williamsburg	14	272	489	775	14	466
York	22	1,182	2,717	3,921	23	2,017
Total	789	28,853	81,138	110,780	890	47,472

TRAFFIC ACCIDENTS INVESTIGATED BY JURISDICTION
1991

JURISDICTION	NUMBER OF ACCIDENTS				NUMBER OF PERSONS	
	FATAL	INJURY	PROPERTY DAMAGE	TOTAL ACCIDENTS	KILLED	INJURED
S.C. HWY PATROL DIST. 1	124	2,925	10,785	13,834	142	4,689
S.C. HWY PATROL DIST. 2	38	958	2,721	3,717	39	1,557
S.C. HWY PATROL DIST. 3	129	4,148	11,027	15,304	152	6,491
S.C. HWY PATROL DIST. 4	78	1,800	4,214	6,092	87	3,049
S.C. HWY PATROL DIST. 5	151	2,727	6,355	9,233	164	4,789
S.C. HWY PATROL DIST. 6	87	1,392	5,915	7,394	105	2,284
S.C. HWY PATROL DIST. 7	47	718	2,585	3,350	55	1,212
ABBEVILLE POLICE DEPT.	0	39	84	123	0	63
AIKEN COUNTY SHERIFF	0	22	52	74	0	40
AIKEN POLICE DEPT.	5	298	705	1,008	5	475
ALLENDALE COUNTY SHERIFF	0	0	3	3	0	0
ALLENDALE POLICE DEPT.	0	24	55	79	0	41
ANDERSON COUNTY SHERIFF	0	3	4	7	0	4
ANDERSON POLICE DEPT.	2	246	777	1,025	2	421
ANDREWS POLICE DEPT.	1	35	52	88	1	67
ATLANTIC BEACH POLICE DEPT.	0	7	35	42	0	17
AYNOR POLICE DEPT.	0	8	35	43	0	12
BAMBERG COUNTY SHERIFF	0	0	2	2	0	0
BAMBERG POLICE DEPT.	0	21	41	62	0	28
BARNWELL COUNTY SHERIFF	0	2	0	2	0	3
BARNWELL POLICE DEPT.	0	53	84	137	0	120
BATESBURG POLICE DEPT.	1	36	56	93	1	58
BEAUFORT COUNTY SHERIFF	1	132	546	679	1	185
BEAUFORT POLICE DEPT.	0	115	349	464	0	164
BELTON POLICE DEPT.	0	19	61	80	0	38
BENNETTSVILLE POLICE DEPT.	0	93	118	211	0	224
BERKELEY COUNTY SHERIFF	1	7	17	25	1	15
BETHUNE POLICE DEPT.	0	5	5	10	0	9
BISHOPVILLE POLICE DEPT.	0	40	35	75	0	91
BLACKSBURG POLICE DEPT.	0	16	36	52	0	35
BLACKVILLE POLICE DEPT.	0	15	22	37	0	32
BLUFFTON POLICE DEPT.	0	1	4	5	0	1
BONNEAU POLICE DEPT.	0	2	5	7	0	3
BOWMAN POLICE DEPT.	0	1	0	1	0	1
BRANCHVILLE POLICE DEPT.	0	7	5	12	0	10
BRUNSON POLICE DEPT.	0	0	1	1	0	0
CALHOUN FALLS POLICE DEPT.	0	4	14	18	0	9
CAMDEN POLICE DEPT.	0	75	188	263	0	153
CAMPOBELLO POLICE DEPT.	0	1	4	5	0	3
CAYCE POLICE DEPT.	1	139	280	420	1	235
PAGE TOTAL	666	16,134	47,277	64,077	756	26,628

TRAFFIC ACCIDENTS INVESTIGATED BY JURISDICTION
1991 (cont.)

JURISDICTION	NUMBER OF ACCIDENTS				NUMBER OF PERSONS	
	FATAL	INJURY	PROPERTY DAMAGE	TOTAL ACCIDENTS	KILLED	INJURED
CENTRAL POLICE DEPT.	0	8	24	32	0	15
CHAPIN POLICE DEPT.	0	2	8	10	0	2
CHARLESTON AVIATION AUTH.	0	3	14	17	0	4
CHARLESTON COUNTY SHERIFF	23	971	2,046	3,040	27	1,656
CHARLESTON POLICE DEPT.	9	955	2,893	3,857	9	1,460
CHERAW POLICE DEPT	0	50	100	150	0	90
CHESNEE POLICE DEPT.	0	18	43	61	0	24
CHESTER POLICE DEPT.	2	45	136	183	2	80
CHESTERFIELD COUNTY SHERIFF	0	1	0	1	0	1
CHESTERFIELD POLICE DEPT.	0	6	38	44	0	8
CITY VIEW POLICE DEPT.	0	2	3	5	0	2
CLARENDON COUNTY SHERIFF	0	3	6	9	0	6
CLEMSON POLICE DEPT.	1	67	263	331	2	88
CLEMSON UNIVERSITY POLICE	0	22	104	126	0	30
CLINTON POLICE DEPT.	0	86	136	222	0	145
CLOVER POLICE DEPT.	1	40	83	124	1	64
COLLETON COUNTY SHERIFF	0	0	1	1	0	0
COLUMBIA METRO. AIRPORT PD.	0	3	2	5	0	6
COLUMBIA POLICE DEPT.	5	1,262	4,247	5,514	5	2,036
CONWAY POLICE DEPT.	0	136	356	492	0	254
CORDOVA POLICE DEPT.	0	1	0	1	0	3
COTTAGEVILLE POLICE DEPT.	0	0	8	8	0	0
COWARD POLICE DEPT.	0	2	0	2	0	4
COWPENS POLICE DEPT.	0	12	19	31	0	26
CROSS HILL POLICE DEPT.	0	1	3	4	0	5
DARLINGTON COUNTY SHERIFF	0	2	0	2	0	4
DARLINGTON POLICE DEPT.	2	71	153	226	2	121
DENMARK POLICE DEPT.	0	27	60	87	0	61
DILLON POLICE DEPT.	0	80	204	284	0	145
DORCHESTER COUNTY SHERIFF	0	3	33	36	0	6
DUE WEST POLICE DEPT.	0	0	8	8	0	0
DUNCAN POLICE DEPT.	0	8	31	39	0	11
EASLEY POLICE DEPT.	2	130	425	557	2	214
EDGEFIELD POLICE DEPT.	0	11	38	49	0	14
EDISTO BEACH POLICE DEPT.	0	0	4	4	0	0
EHRHARDT POLICE DEPT.	0	3	3	6	0	9
ELGIN POLICE DEPT.	0	0	2	2	0	0
ELLOREE POLICE DEPT.	0	2	7	9	0	8
ESTILL POLICE DEPT.	0	13	20	33	0	22
EUTAWVILLE POLICE DEPT.	0	2	4	6	0	4
PAGE TOTAL	45	4,048	11,525	15,618	50	6,628

TRAFFIC ACCIDENTS INVESTIGATED BY JURISDICTION
1991 (cont.)

	NUMBER OF ACCIDENTS				NUMBER OF PERSONS	
JURISDICTION	FATAL	INJURY	PROPERTY DAMAGE	TOTAL ACCIDENTS	KILLED	INJURED
FAIRFAX POLICE DEPT.	0	8	21	29	0	15
FLORENCE COUNTY SHERIFF	0	0	2	2	0	0
FLORENCE POLICE DEPT.	2	427	1,154	1,583	2	724
FOLLY BEACH POLICE DEPT.	0	10	29	39	0	18
FOREST ACRES POLICE DEPT.	0	77	185	262	0	103
FORT LAWN POLICE DEPT.	0	1	5	6	0	1
FORT MILL POLICE DEPT.	0	28	81	109	0	52
FOUNTAIN INN POLICE DEPT.	0	37	74	111	0	66
GAFFNEY POLICE DEPT.	1	143	288	432	1	264
GASTON POLICE DEPT.	0	0	3	3	0	0
GEORGETOWN COUNTY SHERIFF	0	18	24	42	0	29
GEORGETOWN POLICE DEPT.	0	119	270	389	0	198
GOOSE CREEK POLICE DEPT.	1	115	342	458	1	177
GRAY COURT POLICE DEPT.	1	3	5	9	1	6
GREAT FALLS POLICE DEPT.	0	21	38	59	0	39
GREENVILLE COUNTY SHERIFF	0	16	73	89	0	30
GREENVILLE POLICE DEPT.	6	898	3,159	4,063	6	1,366
GREENWOOD COUNTY SHERIFF	0	0	1	1	0	0
GREENWOOD POLICE DEPT.	3	176	558	737	3	299
GREER POLICE DEPT.	3	131	307	441	3	194
HAMPTON COUNTY SHERIFF	0	1	4	5	0	3
HAMPTON POLICE DEPT.	0	31	63	94	0	65
HANAHAN POLICE DEPT.	1	44	108	153	1	56
HARDEVILLE POLICE DEPT.	0	21	66	87	0	29
HARLEYVILLE POLICE DEPT.	0	1	3	4	0	1
HARTSVILLE POLICE DEPT.	0	85	235	320	0	148
HEATH SPRINGS POLICE DEPT.	0	1	2	3	0	1
HEMINGWAY POLICE DEPT.	0	8	30	38	0	13
HOLLY HILL POLICE DEPT.	0	15	37	52	0	32
HONEA PATH POLICE DEPT.	0	18	55	73	0	31
HORRY COUNTY SHERIFF	0	1	1	2	0	1
HORRY COUNTY POLICE DEPT.	0	1	2	3	0	1
INMAN POLICE DEPT.	0	7	25	32	0	10
IRMO POLICE DEPT.	0	48	150	198	0	66
ISLE OF PALMS POLICE DEPT.	0	15	24	39	0	27
IVA POLICE DEPT.	0	11	18	29	0	18
JACKSON POLICE DEPT.	0	18	22	40	0	27
JAMESTOWN POLICE DEPT.	0	1	4	5	0	2
JEFFERSON POLICE DEPT.	0	3	3	6	0	5
JOHNSONVILLE POLICE DEPT.	0	11	18	29	0	20
PAGE TOTAL	18	2,569	7,489	10,076	18	4,137

TRAFFIC ACCIDENTS INVESTIGATED BY JURISDICTION
1991 (cont.)

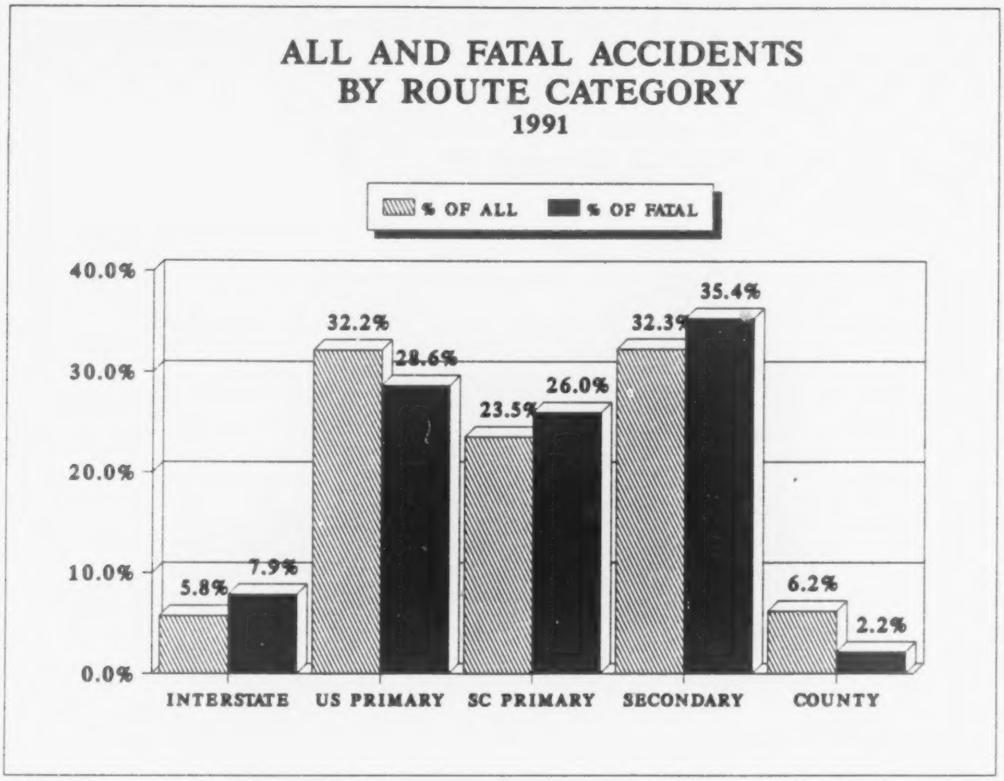
JURISDICTION	NUMBER OF ACCIDENTS				NUMBER OF PERSONS	
	FATAL	INJURY	PROPERTY DAMAGE	TOTAL ACCIDENTS	KILLED	INJURED
JOHNSTON POLICE DEPT.	3	10	36	49	3	16
JONESVILLE POLICE DEPT.	0	2	25	27	0	3
KERSHAW COUNTY SHERIFF	0	0	1	1	0	0
KERSHAW POLICE DEPT.	0	10	26	36	0	13
KINGSTREE POLICE DEPT.	1	50	77	128	1	81
LAKE CITY POLICE DEPT.	0	84	139	223	0	146
LAKEVIEW POLICE DEPT.	0	10	11	21	0	24
LAMAR POLICE DEPT.	0	4	16	20	0	8
LANCASTER POLICE DEPT.	1	141	325	467	1	248
LANDRUM POLICE DEPT.	0	15	35	50	0	27
LATTA POLICE DEPT.	0	15	17	32	0	26
LAURENS COUNTY SHERIFF	0	0	2	2	0	0
LAURENS POLICE DEPT.	2	116	211	329	5	224
LEESVILLE POLICE DEPT.	0	7	17	24	0	9
LEXINGTON COUNTY SHERIFF	1	30	93	124	1	74
LEXINGTON POLICE DEPT.	0	63	183	246	0	90
LIBERTY POLICE DEPT.	0	25	67	92	0	33
LINCOLNVILLE POLICE DEPT.	0	1	2	3	0	1
LITTLE MOUNTAIN POLICE DEPT.	0	0	1	1	0	0
LORIS POLICE DEPT.	0	31	52	83	0	62
LYMAN POLICE DEPT.	0	32	50	82	0	47
LYNCHBURG POLICE DEPT.	0	1	2	3	0	2
MANNING POLICE DEPT.	2	33	104	139	2	69
MARION COUNTY SHERIFF	0	1	1	2	0	1
MARION POLICE DEPT.	1	68	94	163	1	142
MAULDIN POLICE DEPT.	0	88	168	256	0	128
MAYESVILLE POLICE DEPT.	0	0	1	1	0	0
MCBEE POLICE DEPT.	0	2	5	7	0	3
MCCOLL POLICE DEPT.	0	6	17	23	0	14
MCCORMICK POLICE DEPT.	0	18	37	55	0	23
MONCKS CORNER POLICE DEPT.	0	74	184	258	0	141
MT. PLEASANT POLICE DEPT.	1	207	642	850	1	302
MULLINS POLICE DEPT.	0	49	125	174	0	75
MYRTLE BEACH POLICE DEPT.	7	466	1,090	1,563	7	760
NEW ELLENTON POLICE DEPT.	0	8	22	30	0	13
NEWBERRY POLICE DEPT.	0	79	198	277	0	123
NICHOLS POLICE DEPT.	0	3	4	7	0	4
NINETY SIX POLICE DEPT.	0	7	14	21	0	12
NORRIS POLICE DEPT.	0	1	0	1	0	2
NORTH POLICE DEPT.	0	4	4	8	0	5
PAGE TOTAL	19	1,761	4,098	5,878	22	2,951

TRAFFIC ACCIDENTS INVESTIGATED BY JURISDICTION
1991 (cont.)

JURISDICTION	NUMBER OF ACCIDENTS				NUMBER OF PERSONS	
	FATAL	INJURY	PROPERTY DAMAGE	TOTAL ACCIDENTS	KILLED	INJURED
NORTH AUGUSTA POLICE DEPT.	1	167	424	592	1	250
NORTH CHARLESTON PD.	5	923	2,350	3,278	5	1,421
NORTH MYRTLE BEACH PD.	1	224	472	697	1	387
NORWAY POLICE DEPT.	0	3	7	10	0	5
OCONEE COUNTY SHERIFF	0	1	0	1	0	3
OLANTA POLICE DEPT.	0	3	11	14	0	4
OLAR POLICE DEPT.	1	0	0	1	1	0
ORANGEBURG POLICE DEPT.	2	216	585	803	2	366
PACOLET POLICE DEPT.	0	11	13	24	0	17
PACOLET MILLS POLICE DEPT.	0	3	1	4	0	3
PAGELAND POLICE DEPT.	0	16	55	71	0	26
PAMPLICO POLICE DEPT.	0	5	5	10	0	7
PELION POLICE DEPT.	0	2	2	4	0	2
PELZER POLICE DEPT.	0	0	1	1	0	0
PENDELETON POLICE DEPT.	0	13	50	63	0	24
PICKENS COUNTY SHERIFF	0	3	4	7	0	4
PICKENS POLICE DEPT.	1	38	101	140	1	55
PINE RIDGE POLICE DEPT.	0	2	4	6	0	3
PINEWOOD POLICE DEPT.	0	3	2	5	0	4
PORT ROYAL POLICE DEPT.	0	33	65	98	0	60
PROSPERITY POLICE DEPT.	0	6	22	28	0	7
QUINBY POLICE DEPT.	0	0	5	5	0	0
RAVENEL POLICE DEPT.	0	0	1	1	0	0
RICHLAND COUNTY SHERIFF	0	5	7	12	0	7
RIDGE SPRING POLICE DEPT.	0	2	10	12	0	3
RIDGELAND POLICE DEPT.	2	18	30	50	2	39
RIDGEWAY POLICE DEPT.	0	0	7	7	0	0
ROCK HILL POLICE DEPT.	5	547	1,109	1,661	6	916
SALLEY POLICE DEPT.	0	0	1	1	0	0
SALUDA COUNTY SHERIFF	0	2	3	5	0	2
SALUDA POLICE DEPT.	0	17	69	86	0	26
SANTEE POLICE DEPT.	0	3	18	21	0	6
SELLERS POLICE DEPT.	0	0	1	1	0	0
SENECA POLICE DEPT.	1	74	230	305	1	115
SIMPSONVILLE POLICE DEPT.	0	70	184	254	0	110
SOCIETY HILL POLICE DEPT.	0	6	5	11	0	16
SOUTH CONGAREE POLICE DEPT.	0	28	35	63	0	61
SPARTANBURG COUNTY SHERIFF	0	2	12	14	0	2
SPARTANBURG POLICE DEPT.	6	621	1,540	2,167	6	1,017
SPRINGDALE POLICE DEPT.	1	23	68	92	2	51
PAGE TOTAL	26	3,090	7,509	10,625	28	5,019

TRAFFIC ACCIDENTS INVESTIGATED BY JURISDICTION
1991 (cont.)

JURISDICTION	NUMBER OF ACCIDENTS				NUMBER OF PERSONS	
	FATAL	INJURY	PROPERTY DAMAGE	TOTAL ACCIDENTS	KILLED	INJURED
SPRINGFIELD POLICE DEPT.	0	5	12	17	0	11
ST. GEORGE POLICE DEPT.	0	10	40	50	0	17
ST. MATTHEWS POLICE DEPT.	0	9	20	29	0	13
ST. STEPHENS POLICE DEPT.	1	12	26	39	1	19
STUCKEY POLICE DEPT.	0	1	0	1	0	6
SULLIVANS ISLAND POLICE DEPT.	0	17	54	71	0	36
SUMMERTON POLICE DEPT.	0	6	12	18	0	10
SUMMERVILLE POLICE DEPT.	2	170	410	582	2	244
SUMTER COUNTY SHERIFF	2	0	0	2	3	3
SUMTER POLICE DEPT.	3	324	846	1,173	3	535
SURFSIDE BEACH POLICE DEPT.	0	31	103	134	0	55
SWANSEA POLICE DEPT.	0	0	2	2	0	0
TEGA CAY POLICE DEPT.	0	1	11	12	0	2
TIMMONSVILLE POLICE DEPT.	0	13	19	32	0	23
TRAVELERS REST PUBLIC SAFETY	0	43	102	145	0	68
UNION POLICE DEPT.	1	67	215	283	1	113
VANCE POLICE DEPT.	0	0	4	4	0	0
VARNVILLE POLICE DEPT.	1	6	12	19	1	14
WAGENER POLICE DEPT.	0	3	16	19	0	4
WALHALLA POLICE DEPT.	0	15	70	85	0	22
WALTERBORO POLICE DEPT.	1	128	266	395	1	220
WARE SHOALS POLICE DEPT.	0	12	36	48	0	21
WELLFORD POLICE DEPT.	0	15	22	37	0	29
WEST COLUMBIA POLICE DEPT.	1	164	491	656	1	264
WEST UNION POLICE DEPT.	0	0	2	2	0	0
WESTMINISTER POLICE DEPT.	0	16	71	87	0	27
WHITMIRE POLICE DEPT.	0	3	16	19	0	3
WILLIAMSBURG COUNTY SHERIFF	0	1	3	4	0	1
WILLIAMSTON POLICE DEPT.	0	26	66	92	0	47
WILLISTON POLICE DEPT.	0	16	25	41	0	25
WINNSBORO POLICE DEPT.	1	26	71	98	1	76
WOODRUFF POLICE DEPT.	1	23	63	87	1	44
YEMASSEE POLICE DEPT.	0	19	12	31	0	34
YORK COUNTY SHERIFF	0	0	5	5	0	0
YORK POLICE DEPT.	1	69	117	187	1	123
PAGE TOTAL	15	1,251	3,240	4,506	16	2,109
GRAND TOTAL	789	28,853	81,138	110,780	890	47,472



A total of 35,729 traffic accidents were reported on Secondary routes during 1991. This was the most for any of the five route category classifications, and accounted for 32.3% of all reported accidents. US Primary routes were a close second, accounting for 35,616 (32.2%) of the reported accident total. The fewest reported accidents were on the Interstate highways. A total of 6,405 accidents were reported for these routes. This was just slightly more than 1/6 of the total reported for Secondary routes.

The proportion of fatal accidents occurring on the Secondary routes is even higher than for all accidents. The 279 fatal accidents which occurred on these routes accounted for 35.4% of the 789 fatal accidents reported in 1991. On the US and SC Primary routes, 226 and 205 fatal accidents respectively were reported during the year. The fewest fatal accidents occurred on the County routes with 17 (2.2%). A total of 62 (7.9%) fatal accidents were reported for the Interstates. This was just over 1/5 the total reported for the Secondary routes and is slightly less than the 63 fatal Interstate accidents reported in 1990.

TRAFFIC ACCIDENTS BY HARMFUL EVENT LOCATION - 1991

	TYPE ACCIDENT				PERSONS	
ON TRAFFICWAY	Fatal	Injury	PDO	Total	Killed	Injured
ON ROADWAY						
AT INTERSECT	152	10,508	25,272	35,932	164	18,667
AT INTERSECT IN CRSWLK	1	190	437	628	1	314
NONJUNCTION	392	11,631	39,876	51,899	455	19,011
NONJUNCTION IN CRSWLK	0	35	79	114	0	44
ON ISLAND	0	28	106	134	0	47
ON ISLAND CRSWLK	0	2	11	13	0	5
INTERCHANGE RAMP	0	130	516	646	0	177
OTHER	12	984	3,165	4,161	14	1,655
OFF ROADWAY						
MEDIAN	12	164	576	752	13	260
ISLAND	0	20	63	83	0	33
SHOULDER LEFT	28	692	1,381	2,101	28	941
SHOULDER RIGHT	45	1,133	2,621	3,799	50	1,640
DRWY ACCESS	1	235	827	1,063	1	373
DRWY ACCESS IN CRSWLK	0	7	29	36	0	12
ROADSIDE, LEFT	53	944	1,664	2,661	57	1,266
ROADSIDE, RIGHT	64	1,408	2,798	4,270	72	1,985
SIDEWALK, LEFT	1	37	60	98	1	45
SIDEWALK, RIGHT	2	63	132	197	3	77
OTHER	8	227	649	884	12	351
OFF TRAFFICWAY						
OUTSIDE TRFWY, LEFT	8	185	298	491	9	243
OUTSIDE TRFWY, RIGHT	10	207	489	706	10	290
NOT STATED	0	23	89	112	0	36
TOTALS	789	28,853	81,138	110,780	890	47,472

Note: Abbreviations - INTERSECT=INTERSECTION, CRSWLK=CROSSWALK, DRWY=DRIVEWAY, TRFWY=TRAFFICWAY.

In 1991 the leading Harmful Event Location, by a wide margin, for both fatal and non-fatal accidents was "On Roadway - Nonjunction". These are accidents which occurred on the roadway at any location other than an intersection, island or ramp. Slightly less than half of the fatal accidents and just under half of the property damage only accidents occurred at a Nonjunction. The second leading Harmful Event Location was at an Intersection. Nearly 1/3 of the property damage accidents were at an intersection. A smaller percentage of the fatal accidents (19.26%) were at an intersection. A much larger proportion of fatal accidents occurred off the roadway. Off-Roadway and Off-Trafficway accidents accounted for 29.40% of all accidents involving fatalities, compared to only 14.28% of the property damage only accidents.

MOTOR VEHICLE ACCIDENTS OCCURRING IN CONSTRUCTION WORK AREAS
1989 - 1991

YEAR	HIGHWAY CLASSIFICATION	TOTAL ACCIDENTS	PERSONS KILLED	PERSONS INJURED
1989	Interstate	297	1	90
	U.S. Primary	148	1	58
	S.C. Primary	130	1	69
	Secondary	154	1	74
	County	50	0	15
	Other Public	2	0	1
	1989 Total	**781**	**4**	**307**
1990	Interstate	170	5	43
	U.S. Primary	159	1	68
	S.C. Primary	99	2	33
	Secondary	171	2	61
	County	43	0	9
	1990 Total	**643**	**10**	**214**
1991	Interstate	118	2	35
	U.S. Primary	152	2	58
	S.C. Primary	142	1	74
	Secondary	134	1	49
	County	29	0	13
	1991 Total	**575**	**6**	**229**

The majority of accidents in Construction Work Zones occurred on dry pavement, during clear weather conditions and during daylight hours. The leading probable causes of accidents in Construction Work Zones were inattention, following too closely, failure to yield right of way and exceeding the speed limit.

The number of accidents occurring in Construction Work areas declined by 68 or 10.6% in 1991, dropping from 643 accidents to 575. A total of 1,999 accidents occurred in construction work areas during the three year period of 1989 through 1991. This represents 0.6% of all traffic accidents during this three year period. A total of 20 persons were killed in these accidents; six were killed in 1991. This represents 0.7% of all traffic fatalities reported during the three year period and 0.7% for 1991.

D. Environment

The environment in which motorists operate their vehicles can contribute to the occurrence of traffic accidents. Environment is defined herein as the combination of external or extrinsic physical conditions that affect and influence the operation of a motor vehicle. These include, surface, weather, light conditions, traffic control, road character, road defects, locale and vision obstructions for each driver.

One or more of the environmental factors can be the primary cause of an accident or may be a contributing factor in a given accident. Weather, light, surface conditions and locale are substantially beyond the control of engineering or law enforcement efforts. Changes in traffic controls, road character, road defects and vision obstruction factors can all be effected by traffic engineering efforts. The trend toward fewer accidents, injuries and fatalities per vehicle mile of travel is evidence that these efforts are working.

As reflected in the statistics on the next three pages, most accidents occur under favorable environmental conditions: dry roadway (76.3%), clear weather (67.4%), daylight (70.5%), straight-level road (73.5%), no road defect (98.2%), no traffic control device (63.8%), open country (35%) and no vision obstruction (per unit) (97.5%).

For fatal accidents, the percentages of accidents which occurred under the most favorable surface and weather conditions were even higher. For the light and road character factors, fatal accidents occurred at higher percentages under the less than favorable conditions than for all accidents. The percentage of fatal accidents occurring under the most favorable environmental conditions are as follows: dry roadway (81.7%), clear weather (70.3%), daylight (43.2%), straight-level roadway (58%), no traffic control (74.5%), open country (65.9%) and no vision obstruction (per unit) (95.8%).

Environmental factors were the probable cause in only 6.1% of all accidents in 1991. The environment may have been a contributing factor to accidents where it was not the primary probable cause. Efforts to improve those environmental factors which can be controlled (especially traffic control, road character and road defect) should help to reduce the frequency of accidents in South Carolina.

ENVIRONMENTAL CONDITIONS - ALL AND FATAL ACCIDENTS

1991

SURFACE CONDITIONS

SURFACE CONDITIONS	ALL ACCIDENTS		FATAL ACCIDENTS	
	#	%	#	%
Dry	84,529	76.30	645	81.75
Wet	25,436	22.96	141	17.87
Icy	169	0.15	0	0.00
Slushy	88	0.08	0	0.00
Snowy	196	0.18	2	0.25
Muddy	75	0.07	0	0.00
Debris	38	0.03	0	0.00
Other	89	0.08	0	0.00
Unknown	160	0.15	1	0.13
Total	110,780	100.00	789	100.00

More than 3 out of 4 reported traffic accidents occurred on dry pavement in 1991. An even greater proportion (more than 4 out of 5) of the fatal accidents occurred on dry pavement. Less than 1 percent of all accidents occurred on icy, slushy, or snowy pavement.

WEATHER CONDITIONS

WEATHER CONDITIONS	ALL ACCIDENTS		FATAL ACCIDENTS	
	#	%	#	%
Fog, Smoke, Smog	1,177	1.06	22	2.79
Hail	46	0.04	0	0.00
High Wind	129	0.12	2	0.25
Clear	74,637	67.37	555	70.34
Cloudy	16,110	14.54	124	15.72
Rain	18,152	16.39	83	10.52
Snow, Sleet	399	0.36	2	0.25
Other	58	0.05	1	0.13
Unknown	72	0.07	0	0.00
Total	110,780	100.00	789	100.00

More than 4 out of 5 accidents occurred in clear or cloudy weather conditions. Slightly less than 1 out 6 occurred in rainy weather. Traffic accidents in all other weather conditions accounted for slightly more than 1 in 58 accidents. The percentage of fatal accidents occurring in clear or cloudy weather is even higher, accounting for slightly more than 86% of the total. Fatal accidents in rainy weather accounted for slightly more than 1 out of every 10 reported fatal accidents.

ENVIRONMENTAL CONDITIONS - ALL AND FATAL ACCIDENTS

1991

LIGHT CONDITIONS

LIGHT CONDITIONS	ALL ACCIDENTS		FATAL ACCIDENTS	
	#	%	#	%
Daylight	78,137	70.53	341	43.22
Dawn	1,302	1.18	23	2.92
Dusk	2,507	2.26	10	1.27
Dark (Lighting Unspecified)	3,397	3.07	39	4.94
Dark (Street Lamps Lit)	9,496	8.57	70	8.87
Dark (Street Lamps not Lit)	657	0.59	6	0.76
Dark (No Lights)	15,246	13.76	300	38.02
Unknown	38	0.04	0	0.00
Total	110,780	100.00	789	100.00

More than 2 out of every 3 traffic accidents occurred in daylight. This comes in spite of the poorer visibility conditions associated with dawn, dusk or darkness. For fatal accidents, the percentage occurring in daylight falls sharply to 43.22%. Only 13.76% of all accidents occurred in dark lighting conditions with no street lamps. However, for fatal accidents, the proportion occurring in darkness was much higher with 38.02% of the total.

TRAFFIC CONTROLS

TRAFFIC CONTROLS	ALL ACCIDENTS		FATAL ACCIDENTS	
	#	%	#	%
Stop Sign	15,061	13.59	93	11.79
Stop Signal	17,521	15.82	41	5.20
Yield Sign	1,982	1.79	1	0.13
Officer /Flagman	277	0.25	1	0.13
RR Gates/Lights	103	0.09	2	0.25
RR Lights	60	0.05	0	0.00
None	70,684	63.81	588	74.52
Other Sign	3,131	2.83	39	4.94
RR Crossbucks	46	0.04	1	0.13
Unknown	1,915	1.73	23	2.91
Total	110,780	100.00	789	100.00

In 1991, slightly less than 2/3 of all traffic accidents occurred at locations that had no traffic control. This percentage was even higher in fatal accidents, where sightly less than 3 out of 4 accidents took place where there was no traffic control device. Accidents occurring at locations controlled by a stop signal accounted for about 1 out of 6 accidents, but only 1 out of 19 accidents involving fatalities.

ENVIRONMENTAL CONDITIONS - ALL AND FATAL ACCIDENTS

1991

ROAD CHARACTER

ROAD CHARACTER	ALL ACCIDENTS #	ALL ACCIDENTS %	FATAL ACCIDENTS #	FATAL ACCIDENTS %
Straight - Level	81,384	73.46	458	58.05
Straight - On Grade	15,626	14.11	103	13.05
Straight - Hillcrest	2,070	1.87	19	2.41
Curve - Level	7,315	6.60	130	16.48
Curve - On Grade	3,960	3.58	73	9.25
Curve - Hillcrest	346	0.31	5	0.63
Unknown	79	0.07	1	0.13
Total	110,780	100.00	789	100.00

In 1991 more than 73 percent of all accidents occurred on straight and level roadways. For fatal accidents only 58.05% occurred on straight and level roadways. The three "straight" categories combined accounted for 89.44% of all accidents but only 73.51% of the fatal accidents. The proportion of fatal accidents occurring on a curve (either level, on grade or on a hillcrest) was more than twice as great for fatal accidents (26.36%) as for non-fatal (10.49%).

ROAD DEFECT

ROAD DEFECT	ALL ACCIDENTS #	ALL ACCIDENTS %	FATAL ACCIDENTS #	FATAL ACCIDENTS %
None	108,803	98.22	780	98.86
Shoulder Defect	278	0.25	1	0.13
Soft Shoulder	135	0.12	1	0.13
Low Shoulder	118	0.11	0	0.00
High Shoulder	37	0.03	0	0.00
Ruts, Holes, Bumps	423	0.38	2	0.25
Worn, Polished Surface	153	0.14	0	0.00
Construction/Maintenance	575	0.52	5	0.63
Other	258	0.23	0	0.00
Total	110,780	100.00	789	100.00

For all reported accidents in 1991, only 1.78% occurred on a road with some type of defect which contributed to the accident. The most common defect was "Road Under Construction/Maintenance" with 575 accounting for less than 1% of all accidents. An even higher percentage (98.86%) of fatal accidents occurred on roads with no defects contributing to the accident. Only 9 fatal accidents occurred on a defective road, 5 of these in a construction/maintenance area.

ENVIRONMENTAL CONDITIONS - ALL AND FATAL ACCIDENTS

1991

LOCALE

LOCALE	ALL ACCIDENTS #	ALL ACCIDENTS %	FATAL ACCIDENTS #	FATAL ACCIDENTS %
Open Country	38,782	35.01	520	65.91
Residential	22,881	20.66	132	16.73
Shopping or Business	45,597	41.16	121	15.33
Manufacturing/Industrial	1,305	1.18	10	1.27
School or Playground	1,688	1.52	5	0.63
Hospital	392	0.35	0	0.00
Unknown	135	0.12	1	0.13
Total	110,780	100.00	789	100.00

Locale refers to the prevailing activities which are conducted in the immediate vicinity through which a street or highway passes and can be a determinant in a number of variables which contribute to the number and severity of accidents. Among these variables are the volume of traffic, the attitude of drivers, the types of vehicles operating on the highway, the speed of the vehicles plus others. The greatest number of all accidents, more than 2/5, occurred in a Shopping or Business Locale. As indicated, the percentage of fatal accidents occurring in the Open Country, nearly 2/3 of the total, is substantially greater than the number of all accidents, just over 1/3.

VISION OBSTRUCTION FOR ALL UNITS INVOLVED IN ACCIDENTS

VISION OBSTRUCTION	UNITS IN ALL ACCIDENTS #	UNITS IN ALL ACCIDENTS %	UNITS IN FATAL ACCIDENTS #	UNITS IN FATAL ACCIDENTS %
None	199,292	97.54	1,290	95.77
Building	103	0.05	1	0.07
Sign	54	0.03	2	0.15
Vegitation	501	0.24	7	0.52
Snow Bank	14	0.01	0	0.00
Hill	315	0.15	7	0.52
Curve in Road	429	0.21	9	0.67
Vehicles	2,332	1.14	8	0.59
Sunlight, Headlights	534	0.26	4	0.30
Other (Dust, Smoke, Etc.)	749	0.37	19	1.41
Total Units	204,323	100.00	1,347	100.00

The figures for vision obstruction apply to each unit involved in traffic accidents in 1991; therefore the totals do not match the totals for accidents tabulated elsewhere in this section.

The vast majority of drivers in both all and fatal accidents had no vision obstruction prior to their accident involvement. Vehicles obstructed the vision of 2,332 drivers in all accidents, the leading obstruction type. For fatal accidents, some other obstruction, usually dust or smoke, hindered visibility for 19 of the drivers.

E. Vehicles

The consequences of a traffic accident are affected by the types of "units" (see definitions) which are involved. A collision between a relatively large unit, such as a truck tractor or train, and a smaller unit, such as a motorcycle or bicycle, transmit a substantially greater force to the smaller vehicle, and hence to its occupants or riders, than an accident between two vehicles of comparable size. This irrefutable law of physics probably accounts for the overrepresentation of certain "unit types" in fatal accidents in 1991. On the following pages, accidents involving different "unit types" are presented. Some of the key findings in this data are as follows:

- The most common unit involved in traffic accidents in 1991 was the automobile. Out of the 204,323 units involved in traffic accidents during the year, 155,611 were automobiles. This represents 76.2% of the total units.

- For fatal accidents, a much smaller percentage of units were automobiles. Of the 1,347 units involved in fatal accidents, 750 or 55.7% were automobiles. This represents 0.5% of the automobiles involved in traffic accidents in 1991.

- A total of 134 pedestrians were involved in fatal accidents in 1991. (125 of these were killed; nine other pedestrians were involved in a fatal accident in which another person was killed.) This represents 9.6% of all pedestrians involved in accidents during the year, a proportion nearly **20 times** greater than for persons traveling in automobiles. This represents the highest percentage of accidents resulting in fatalities of any of the unit types.

- Eight (8) railway trains were involved in traffic accidents resulting in fatalities. This represents 8.1% of the 99 trains involved in traffic accidents during 1991, a percentage **16 times** greater than for automobiles.

- Forty-six (46) motorcycles were involved in fatal accidents in 1991. This represents 3.4% of all motorcycles involved in traffic accidents, **7 times** the rate for automobiles.

- A total of 78 truck tractors were involved in fatal accidents in 1991. This represents 1.9% of the truck tractors involved in accidents during the year, **3.9 times** the rate for automobiles.

MOTOR VEHICLE REGISTRATIONS BY COUNTY

	1990		1991	
County	**Registrations**	**Percent**	**Registrations**	**Percent**
Abbeville	18,294	0.7	17,380	0.7
Aiken	100,180	3.9	99,044	3.9
Allendale	6,434	0.2	6,122	0.2
Anderson	117,320	4.6	114,602	4.6
Bamberg	10,229	0.4	9,911	0.4
Barnwell	15,310	0.6	14,832	0.6
Beaufort	57,206	2.2	58,037	2.3
Berkeley	87,032	3.4	85,791	3.4
Calhoun	10,700	0.4	10,198	0.4
Charleston	191,909	7.4	186,831	7.4
Cherokee	34,497	1.3	34,051	1.4
Chester	24,081	0.9	23,006	0.9
Chesterfield	28,064	1.1	26,885	1.1
Clarendon	18,751	0.7	17,982	0.7
Colleton	24,429	0.9	23,950	1.0
Darlington	43,478	1.7	41,898	1.7
Dillon	19,111	0.7	18,432	0.7
Dorchester	56,631	2.2	55,098	2.2
Edgefield	14,579	0.6	14,337	0.6
Fairfield	15,905	0.6	15,377	0.6
Florence	81,529	3.2	79,166	3.2
Georgetown	32,193	1.2	31,632	1.3
Greenville	256,133	9.9	249,731	9.9
Greenwood	46,723	1.8	45,157	1.8
Hampton	12,372	0.5	11,513	0.5
Horry	108,255	4.2	107,684	4.3
Jasper	9,805	0.4	9,583	0.4
Kershaw	37,690	1.5	36,641	1.5
Lancaster	42,765	1.7	41,720	1.7
Laurens	45,376	1.8	43,634	1.7
Lee	11,179	0.4	10,383	0.4
Lexington	144,213	5.6	139,847	5.6
McCormick	5,815	0.2	5,633	0.2
Marion	20,514	0.8	19,908	0.8
Marlboro	17,249	0.7	16,665	0.7
Newberry	27,139	1.1	25,946	1.0
Oconee	49,152	1.9	47,602	1.9
Orangeburg	60,839	2.4	57,452	2.3
Pickens	70,348	2.7	69,007	2.7
Richland	194,625	7.6	189,682	7.6
Saluda	14,175	0.6	13,463	0.5
Spartanburg	177,988	6.9	173,255	6.9
Sumter	66,476	2.6	64,737	2.6
Union	22,138	0.9	21,349	0.9
Williamsburg	23,360	0.9	22,230	0.9
York	104,789	4.1	102,573	4.1
STATE TOTALS	**2,576,980**	**100.0**	**2,509,957**	**100.0**

UNIT TYPES INVOLVED IN MOTOR VEHICLE TRAFFIC ACCIDENTS

1991

UNIT TYPE	TYPE ACCIDENT Fatal	Injury	PDO	Total
Automobile*	750	40,886	113,975	155,611
Pickup Truck*	229	7,085	22,549	29,863
Truck Tractor*	78	863	3,151	4,092
Other Truck*	55	1,663	5,718	7,436
Motorcycle*	46	916	382	1,344
Moped	5	81	27	113
Pedalcycle	18	706	179	903
Minibike	0	13	2	15
Animal Drawn Vehicle	0	1	0	1
Animal (Ridden)	1	4	2	7
Pedestrian	134	1,102	165	1,401
Train	8	35	56	99
School Bus*	3	130	508	641
Passenger Bus*	3	101	301	405
Other**	8	326	935	1,269
Unknown (Hit & Run Only)*	9	164	950	1,123
TOTALS	1,347	54,076	148,900	204,323

A motor vehicle traffic accident is defined by the National Safety Council (NSC) as a motor vehicle accident in which: (1) the unstabilized situation originates on a trafficway or, (2) a harmful event occurs on a trafficway. Using the NSC definition, each of the unit types listed above was involved in an accident which included at least one motor vehicle. Units considered motor vehicles are denoted with an asterisk (*). Units denoted by (**) may or may not be a motor vehicle, depending on the means by which they were propelled. For units not considered motor vehicles, the accident included at least one other unit which was a motor vehicle.

A total of 155,611 (76.16%) of the 204,323 total units involved in South Carolina traffic accidents in 1991 were automobiles. Of these, 750 or approximately 0.48%, were involved in fatal accidents. This compares to 0.77% of the pickup trucks, 1.91% of the truck tractors, 3.42% of the motorcycles and 9.56% of the pedestrians.

The 155,611 automobiles involved in traffic accidents represent 8.33% of all automobiles registered in South Carolina during 1991. The 1,344 motorcycles represent 4.60% of all motorcycles registered during the year.

VEHICLE MANEUVER IN ALL ACCIDENTS

1991

MANEUVER	Number	Percentage
MOVEMENTS ESSENTIALLY STRAIGHT		
Moving Straight, Details Unknown	12,883	6.3
Straight Ahead In Proper Direction	55,457	27.1
O'taking Veh. on Left, Left of Center Line	1,272	0.6
O'taking Veh. on Left, Right of Center Line*	296	0.1
O'taking Veh. on Right	690	0.3
Straight Ahead in Left Turn Lane	193	0.1
Straight Ahead in Right Turn Lane	123	0.1
Changing Lanes to Left	2,236	1.1
Changing Lanes to Right	2,283	1.1
Merging From Left (Roadway Narrows on Left)	105	0.1
Merging From Right (Roadway Narrows on Right	233	0.1
On Wrong Side of Roadway	1,229	0.6
In Wrong Direction on One Way Roadway	80	0.0
Swerving To Left	7,230	3.5
Swerving To Right	7,767	3.8
Slowing or Stopping	15,589	7.6
Skidding Longitudinally	18,356	9.0
Skidding Laterally	3,407	1.7
Spinning or Yawing	2,995	1.5
Jack Knifing	214	0.1
Stopped in Traffic	19,821	9.7
Starting From Stop	5,701	2.8
Increased Speed	498	0.2
TURNING MOVEMENTS		
Turning Details Unknown	852	0.4
Left, From Left Turn Bay	2,354	1.2
Left, From Left (Proper) Lane	10,578	5.2
Left, From Other Lane, Legal	3,299	1.6
Left, From Other Lane, Illegal	1,259	0.6
Left, From Unknown Lane	184	0.1
U-Turn	1,009	0.5
Right From Special Lane	118	0.1
Right From Right (Proper) Lane	3,740	1.8
Right From Other Lane, Legal	604	0.3
Right From Other Lane, Illegal	779	0.4
Right From Unknown Lane	113	0.1
ENTERING TRAFFIC LANE		
Entering Traffic Lane, Details Unknown	685	0.3
From Entrance Ramp On Left	102	0.1
From Entrance Ramp On Right	383	0.2
From Shoulder, On Left	181	0.1
From Shoulder, On Right	475	0.2
From Parking Space At Left Curb	46	0.0
From Parking Space At Right Curb	263	0.1
From Driveway On Left	723	0.4
From Driveway On Right	2,174	1.1

VEHICLE MANEUVER IN ALL ACCIDENTS

1991 (cont.)

MANEUVER	Number	Percentage
LEAVING TRAFFIC LANE		
Leaving Traffic Lane, Details Unknown	259	0.1
To Exit Ramp On Left	42	0.0
To Exit Ramp On Right	87	0.1
To Shoulder On Left	774	0.4
To Shoulder On Right	1,523	0.7
To Parking Space At Left Curb	84	0.0
To Parking Space At Right Curb	151	0.1
To Driveway On Left	374	0.2
To Driveway On Right	298	0.1
PARKING ON OR ADJACENT TO TRAFFIC LANE		
Parking, Details Unknown	233	0.1
On Left Shoulder	111	0.1
On Right Shoulder	416	0.2
At Left Curb	67	0.0
At Right Curb	346	0.2
In Traffic Lane On Left (Rural)	37	0.0
In Traffic Lane On Right (Rural)	63	0.0
Double Parked On Left	6	0.0
Double Parked On Right	7	0.0
MISCELLANEOUS MOVEMENTS		
Other Miscellaneous, Details Unknown	435	0.2
Backing in Roadway	2,421	1.2
Backing From Angle, Parking On Left	176	0.1
Backing From Angle, Parking On Right	383	0.2
Backing Across Traffic	574	0.3
Backing On Shoulder	139	0.1
Vehicle Pushed By Other Vehicle	467	0.2
Vehicle Pushed By Pedestrian	17	0.0
Driverless Vehicle In Motion	308	0.2
Not In Motion (Parked, Abandoned, Or Standing)	3,472	1.7
Unknown	1,065	0.5
Not Applicable (I.E. for a Pedestrian)	1,409	0.7
TOTAL	204,323	100.0

* - Applies to one way streets only.

By far the most frequent vehicle maneuver for vehicles involved in traffic accidents in 1991 was "Straight Ahead in the Proper Direction" with 27.1% of the total units. The next maneuver, "Stopped in Traffic", accounted for 9.7% of the units. The third, fourth and fifth maneuvers involved vehicles which were "Skidding Longitudinally" (9.0%), followed by "Slowing or Stopping" (7.6%) and "Moving Straight, Details Unknown" (6.3%). Combined, the top five categories accounted for almost 60% of all vehicles involved in traffic accidents.

MOTORCYCLE STATISTICS IN SOUTH CAROLINA

1967-1991

YEAR	TOTAL ACCIDENTS	FATAL ACCIDENTS	PERSONS KILLED	PERSONAL INJURY ACCIDENTS	PERSONS INJURED	PROPERTY DAMAGE ACCIDENTS	MOTORCYCLE REGISTRATIONS	REGISTRATION DEATH RATE[1]	REGISTRATION ACCIDENT RATE[2]
1967[3]	368	9	10	238	304	121	11,945	8.4	3.1
1968[4]	280	9	9	194	230	77	12,143	7.4	2.3
1969	272	8	9	191	231	73	12,924	7.0	2.1
1970	607	15	15	348	433	244	15,633	9.6	3.9
1971	907	22	23	506	599	379	17,870	12.9	5.1
1972	1,223	37	39	684	814	501	22,515	17.3	5.4
1973[5]	1,958	49	50	1,046	1,232	863	33,268	15.0	5.9
1974	2,319	59	60	1,225	1,468	1,035	47,328	12.7	4.9
1975[6]	1,913	51	54	1,001	1,186	861	48,040	11.2	4.0
1976	1,835	47	47	947	1,171	814	45,686	10.3	4.0
1977	1,765	51	53	903	1,067	809	41,161	12.9	4.3
1978	1,561	38	38	849	1,011	673	35,280	10.8	4.4
1979	1,543	40	42	890	1,063	611	37,466	11.2	4.1
1980[7]	1,764	54	55	986	1,165	723	38,875	14.1	4.5
1981	1,934	45	46	1,107	1,315	781	42,257	10.8	4.6
1982	2,019	58	61	1,135	1,382	823	35,028	17.4	5.8
1983	2,091	74	81	1,110	1,368	905	36,130	22.0	5.8
1984	2,593	89	92	1,376	1,648	1,122	37,119	24.8	7.0
1985	2,432	83	87	1,361	1,636	988	37,366	23.3	6.5
1986	2,284	73	75	1,281	1,535	929	36,074	20.8	6.3
1987	1,903	54	56	1,081	1,282	771	32,710	17.1	5.8
1988	1,580	62	63	1,134	1,415	384	31,483	20.3	5.0
1989	1,359	44	46	900	1,130	415	29,965	15.4	4.5
1990	1,612	49	51	1,135	1,407	428	30,907	16.5	5.2
1991	1,318	45	48	896	1,093	377	29,226	16.4	4.5

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1 - Based on 10,000 cycle registrations.
2 - Based on 100 cycle registrations.
3 - Safety Equipment Law enacted but not enforced.
4 - Enforcement of Safety Equipment Law initiated.
5 - Lights On Law effective July 1.
6 - Implemented Classified License Law for motorcycles.
7 - Helmet and Goggles Law amended effective June 17, exempting cyclists age 21 and older.

TRAFFIC ACCIDENTS INVOLVING MOTORCYCLES

1991

TYPE ACCIDENT		ACCIDENTS	PERCENTAGE
Fatal		45	3.42
Injury		896	67.98
Property Damage Only (PDO)		377	28.60
	TOTAL	**1,318**	**100.00**

Casualties

Persons Killed: 48*   Persons Injured*: 1,093

Motorcycle Accidents by Month

MONTH	------ TYPE ACCIDENT -----				---- PERSONS ----	
	Fatal	Injury	PDO	Total	Killed*	Injured*
January	0	23	10	33	0	31
February	0	34	14	48	0	37
March	5	74	31	110	6	88
April	4	76	35	115	4	88
May	7	109	50	166	7	138
June	5	140	60	205	7	179
July	9	97	38	144	9	117
August	6	93	41	140	6	118
September	5	100	29	134	5	116
October	2	77	33	112	2	96
November	1	38	24	63	1	46
December	1	35	12	48	1	39
TOTALS	**45**	**896**	**377**	**1,318**	**48**	**1,093**

Motorcycle Accidents by Light and Weather Conditions

LIGHT AND WEATHER	------ TYPE ACCIDENT -----				---- PERSONS ----	
	Fatal	Injury	PDO	Total	Killed*	Injured*
Day and Clear/Cloudy	13	501	219	733	14	602
Dark and Clear/Cloudy	31	344	127	502	33	431
Day and Rain	1	26	16	43	1	29
Dark and Rain	0	17	12	29	0	22
Day and Other Weather	0	3	2	5	0	3
Dark and Other Weather	0	5	1	6	0	6
TOTALS	**45**	**896**	**377**	**1,318**	**48**	**1,093**

There were a total of 1,344 motorcycles involved in the 1,318 motorcycle accidents which occurred in 1991. This indicates that some accidents had two or more cycles involved. These accidents took the lives of 48 persons, 43 of whom were drivers or passengers of a motorcycle. A total of 1,093 persons were injured in these accidents, 1,019 of whom were on a motorcycle. A total of 904 (68.59%) of the motorcycle accidents occurred during the period April 1 through September 30. This same six month period accounted for 36 (80.00%) of the fatal accidents.

The overwhelming majority of both total and fatal motorcycle accidents occurred during clear or cloudy weather conditions. A total of 1,235 (93.70%) motorcycle accidents occurred when there was no rain, snow or other bad weather. Only one fatal accident occurred during bad weather conditions.

Most (781/59.26%) motorcycle accidents occurred during daylight hours. For fatal accidents, 14 occurred during daylight hours; 31 at night, dawn or dusk.

* Includes all fatalities and injuries in the accident, not just to motorcycle riders.

TRAFFIC ACCIDENTS INVOLVING MOTORCYCLES

1991 (cont.)

Sex of Cyclists

	TYPE CASUALTY			
SEX	Fatality	Non Fatal Injury	Not Injured	Total
Male	38	915	409	1,362
Female	5	103	38	146
Unknown	0	1	1	2
TOTAL	43	1,019	448	1,510

Age and Helmet Usage of Cyclists

	TYPE CASUALTY			
HELMET USED	Fatality	Non Fatal Injury	Not Injured	Total
Under 15	0	3	6	9
15-20	1	139	48	188
21-24	1	68	36	105
25-34	2	80	41	123
35-44	2	33	12	47
45 and Over	0	28	15	43
SUBTOTAL	6	351	158	515
HELMET NOT USED				
Under 15	0	12	14	26
15-20	10	143	64	217
21-24	8	152	57	217
25-34	12	179	72	263
35-44	2	75	18	95
45 and Over	3	32	16	51
SUBTOTAL	35	593	241	869
UNKNOWN HELMET USAGE				
Under 15	0	0	3	3
15-20	0	16	14	30
21-24	1	19	8	28
25-34	0	18	7	25
35-44	1	11	6	18
45 and Over	0	11	11	22
SUBTOTAL	2	75	49	126
TOTALS	43	1,019	448	1,510

Out of the 43 motorcycle riders killed in 1991, 38 were male, 21 were under age 25 and 35 were not wearing a helmet. Out of the 1,510 riders of motorcyclists who were involved in traffic accidents, 515 were wearing a helmet, and 869 were not; for 126 riders, helmet usage was unknown. For those cyclists under 21 years of age, helmet usage is required by law. For this group, 197 were wearing a helmet and 243 were not wearing a helmet; for 33, helmet usage was unknown.

One out of every 85 helmeted motorcycle riders who were involved in a traffic accident was killed in 1991, compared to one out of every 24 unhelmeted riders. Without an in-depth examination of the types of injuries sustained in these fatal accidents, no conclusion can be drawn as to whether the use of a helmet could have prevented the deaths of these unhelmeted riders; however; if South Carolina's fatal motorcycle accidents parallel those represented in national studies examining the helmet issue (and there is no reason to suspect otherwise), it may be hypothesized that with increased helmet usage would come a reduction in the number of motorcycle fatalities and injuries resulting from head trauma.

TRAFFIC ACCIDENTS INVOLVING MOPEDS

1991

TYPE ACCIDENT	ACCIDENTS	PERCENTAGE
Fatal	5	4.43
Injury	81	71.68
Property Damage Only (PDO)	27	23.89
TOTAL	113	100.00

Casualties

Persons Killed: 5 Persons Injured*: 94

Moped Accidents by Month

	------ TYPE ACCIDENT ------				---- PERSONS ----	
MONTH	Fatal	Injury	PDO	Total	Killed	Injured*
January	1	4	2	7	1	4
February	0	2	1	3	0	2
March	1	7	2	10	1	8
April	1	9	4	14	1	11
May	0	11	1	12	0	13
June	0	5	6	11	0	5
July	1	8	2	11	1	11
August	0	10	2	12	0	13
September	0	10	1	11	0	11
October	1	9	4	14	1	10
November	0	2	2	4	0	2
December	0	4	0	4	0	4
TOTALS	5	81	27	113	5	94

Moped Accidents by Light & Weather Conditions

	------ TYPE ACCIDENT -----				---- PERSONS ----	
LIGHT/WEATHER	Fatal	Injury	PDO	Total	Killed	Injured*
Day and Clear/Cloudy	1	52	18	71	1	57
Dark and Clear/Cloudy	4	24	7	35	4	30
Day and Raining	0	4	2	6	0	6
Dark and Raining	0	1	0	1	0	1
Day and Other Weather	0	0	0	0	0	0
Dark and Other Weather	0	0	0	0	0	0
TOTALS	5	81	27	113	5	94

* Includes all injuries in the accident, not just to the moped rider.

TRAFFIC ACCIDENTS INVOLVING MOPEDS

1991 (cont.)

Age And Sex of Moped Riders

AGE	Fatality M**	Fatality F	Non Fatal Injury M	Non Fatal Injury F	Not Injured M	Not Injured F	Total M	Total F
	TYPE CASUALTY							
Under 10	0	0	0	0	1	0	1	0
10-11	0	0	0	0	1	0	1	0
12-15	0	0	7	2	1	0	8	2
16-20	1	0	14	1	3	0	18	1
21-30	0	0	16	3	7	0	23	3
Over 30	4	0	39	2	15	2	58	4
TOTALS	5	0	76	8	28	2	109	10

Moped Accidents: Who Contributed to The Accident?

Units Involved	Fatal	Injury	PDO	Total
	TYPE ACCIDENT			
Mopeds Contributing	5	43	21	69
Mopeds Not Contributing	0	38	6	44
Other Unit Contributing	1	30	8	39
Other Unit Not Contributing	3	38	18	59
TOTALS	9	149	53	211

** M - Male, F - Female

Traffic accidents involving mopeds tended to occur more often during warm weather months in 1991. During the summer months of June, July and August, 34 (30.09%) moped accidents were reported, compared to 14 accidents in the winter months of January, February and December. The five fatal accidents were randomly distributed throughout the year.

Seventy-seven (68.14%) of the 113 accidents involving mopeds occurred during daylight hours. The vast majority, 106 (93.81%), occurred during clear or cloudy weather conditions. Only 7 moped accidents occurred during inclement weather.

Over half (62/52.10%) of the riders involved in moped accidents were over 30 years of age. Only two (1.68%) moped riders were under twelve; 10 (8.40%) were between 12 and 15 years old. Most of the riders (109/91.60%) were males. All of the moped fatalities were males.

There were a total of 113 mopeds involved in traffic accidents in 1991. There were a total of 98 other unit types involved in these accidents. Of the 113 mopeds, 69 (61.06%) contributed to the accident cause. Of the 98 other units involved in the accident, 39 (39.80%) contributed. In the five fatal accidents, all five mopeds contributed to the accident. Only one of the other four units involved in fatal moped accidents contributed to the accident.

TRAFFIC ACCIDENTS INVOLVING BICYCLES

1991

TYPE ACCIDENT	ACCIDENTS	PERCENTAGE
Fatal	18	2.01
Injury	699	78.01
Property Damage Only (PDO)	179	19.98
TOTAL	896	100.00

Casualties

Persons Killed: 19

Persons Injured*: 739

Bicycle Accidents by Month

	------ TYPE ACCIDENT ------				---- PERSONS ----	
MONTH	Fatal	Injury	PDO	Total	Killed	Injured*
January	0	33	6	39	0	35
February	3	45	10	58	3	46
March	3	49	14	66	4	55
April	1	63	14	78	1	66
May	1	77	27	105	1	83
June	2	81	15	98	2	89
July	2	91	23	116	2	98
August	1	59	24	84	1	60
September	2	70	8	80	2	71
October	1	63	14	78	1	64
November	2	42	9	53	2	45
December	0	26	15	41	0	27
TOTALS	18	699	179	896	19	739

Bicycle Accidents by Light & Weather Conditions

	------ TYPE ACCIDENT -----				---- PERSONS ----	
LIGHT/WEATHER	Fatal	Injury	PDO	Total	Killed	Injured*
Day and Clear/Cloudy	5	501	139	645	5	525
Dark and Clear/Cloudy	12	151	31	194	13	162
Day and Raining	0	28	3	31	0	30
Dark and Raining	0	14	5	19	0	16
Day and Other Weather	0	3	1	4	0	3
Dark and Other Weather	1	2	0	3	1	3
TOTALS	18	699	179	896	19	739

* Includes all injuries in the accident, not just to the cyclists.

TRAFFIC ACCIDENTS INVOLVING BICYCLES

1991 (cont.)

Age and Sex of Cyclists**

AGE	Fatality M***	Fatality F	Non Fatal Injury M	Non Fatal Injury F	Not Injured M	Not Injured F	Total M	Total F
Under 10	2	0	111	28	18	6	131	34
10-11	0	0	46	22	14	2	60	24
12-15	1	1	93	14	25	1	119	16
16-20	3	0	69	10	17	4	89	14
21-30	1	0	120	30	29	4	150	34
Over 30	9	0	161	6	40	5	210	11
TOTALS	16	1	600	110	143	22	759	133

** Bicycle accidents may involve more than one cyclist. Age and sex information was not recorded for some cyclists.

*** M - Male, F - Female

As with motorcycle and moped accidents, the largest proportions of bicycle accidents tend to occur during the warm weather months. More than twice as many bicycle accidents occurred in June, July and August (298) than in January, February and December (138). The three summer months accounted for 33.26% of all bicycle accidents; the three winter months, for 15.40%.

The vast majority, (839/93.64%) of all bicycle accidents occurred during clear or cloudy weather, including seventeen of the eighteen fatal accidents. Most bicycle accidents occurred in the daylight hours (680/75.89%); however, thirteen of the eighteen (72.22%) fatal accidents took place at night.

The age of bicycle riders was fairly evenly distributed across all age groups. A total of 184 (20.63%) riders were between age 21 and 30; 221 (24.78%) were over 30 years of age; and 165 (18.50%) were under ten years of age; these were the top three age categories. Nine of the seventeen persons fatally injured were over 30 years of age; two were under age 10. A total of 759 (85.09%) of the cyclists were males. Sixteen of the seventeen bicycle fatalities were males.

TRAFFIC ACCIDENTS INVOLVING SCHOOL BUSES

1991

School Bus Accidents 1987-1991

	TYPE ACCIDENT			
YEAR	Fatal	Injury	PDO	Total
1987	1	130	769	900
1988	6	118	575	699
1989	2	124	558	684
1990	2	100	514	616
1991	3	129	495	627

Summary of School Bus Accidents in 1991

TYPE ACCIDENT	ACCIDENTS	PERCENTAGE
Fatal	3	0.48
Injury	129	20.57
Property Damage Only (PDO)	495	78.95
TOTAL	627	100.00

Casualties

Persons Killed*: 3   Persons Injured**: 476

School Bus Accidents by Light & Weather Conditions

	TYPE ACCIDENT				PERSONS	
LIGHT/WEATHER	Fatal	Injury	PDO	Total	Killed*	Injured**
Day and Clear/Cloudy	1	105	398	504	1	413
Dark and Clear/Cloudy	1	6	23	30	1	10
Day and Raining	0	13	49	62	0	45
Dark and Raining	0	3	7	10	0	3
Day and Other Weather	0	2	16	18	0	3
Dark and Other Weather	1	0	2	3	1	2
TOTALS	3	129	495	627	3	476

Age of Bus Drivers

	TYPE ACCIDENT			
AGE	Fatal	Injury	PDO	Total
15-17	0	0	1	1
18-20	0	23	57	80
21-25	0	23	83	106
26-35	1	37	118	156
Over 35	2	47	249	298
TOTAL DRIVERS	3	130	508	641

* All three fatalities were to occupants of vehicles other than the school bus.

** Includes all injuries in the accident, not just to school bus occupants.

TRAFFIC ACCIDENTS INVOLVING SCHOOL BUSES

1991 (cont.)

School Bus Accidents by Month

	TYPE ACCIDENT				PERSONS	
MONTH	Fatal	Injury	PDO	Total	Killed*	Injured**
January	0	19	60	79	0	68
February	0	10	53	63	0	33
March	1	12	48	61	1	25
April	0	18	45	63	0	92
May	0	17	65	82	0	27
June	0	4	15	19	0	11
July	0	1	1	2	0	4
August	0	4	22	26	0	19
September	0	10	52	62	0	65
October	0	16	49	65	0	69
November	1	9	50	60	1	46
December	1	9	35	45	1	17
TOTALS	3	129	495	627	3	476

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* All three fatalities were to occupants of vehicles other than the school bus.

** Includes all injuries in the accident, not just school bus occupants.

The number of school bus accidents increased by 11 in 1991 compared to 1990, a 1.79% increase. The number of Property Damage Only (PDO) accidents declined by 19 and the number of fatal accidents increased by 1. Injury accidents increased by twenty-nine.

As would be expected, few school bus accidents occurred during the summer months; for example, only two accidents were reported in the month of July. The month with the most accidents was May with 82.

The vast majority of school bus accidents occurred during the daylight hours (584 or 93.14%). A total of 534 school bus accidents occurred in clear or cloudy weather conditions.

Beginning in 1988, drivers were required to be 18 years of age or older. This is reflected in the age of drivers involved in accidents. Only 1 of the 641 drivers was under 18 years of age. 46.49% of school bus drivers were over 35 years of age, the highest percentage of any group.

TRAFFIC ACCIDENTS INVOLVING PEDESTRIANS - 1991

TYPE ACCIDENT	ACCIDENTS	PERCENTAGE
Fatal	124	9.27
Injury	1,053	78.70
Property Damage Only (PDO)	161	12.03
TOTAL	1,338	100.00

Casualties

Persons Killed*: 126 Persons Injured*: 1,198

Pedestrian Accidents by Month

MONTH	TYPE ACCIDENT Fatal	Injury	PDO	Total	PERSONS Killed*	Injured*
January	15	80	15	110	15	98
February	5	75	13	93	5	78
March	7	96	16	119	7	109
April	9	78	15	102	9	85
May	11	109	16	136	11	123
June	11	105	14	130	11	115
July	12	92	10	114	13	110
August	16	82	8	106	16	106
September	14	86	13	113	15	98
October	8	94	16	118	8	102
November	7	97	14	118	7	102
December	9	59	11	79	9	72
TOTALS	124	1,053	161	1,338	126	1,198

Pedestrian Accidents by Light & Weather Conditions

LIGHT/WEATHER	TYPE ACCIDENT Fatal	Injury	PDO	Total	PERSONS Killed*	Injured*
Day and Clear/Cloudy	32	535	85	652	34	597
Dark and Clear/Cloudy	74	413	58	545	74	474
Day and Raining	2	44	9	55	2	49
Dark and Raining	9	48	3	60	9	62
Day and Other Weather	0	6	2	8	0	7
Dark and Other Weather	7	7	3	17	7	9
Not Stated	0	0	1	1	0	0
TOTALS	124	1,053	161	1,338	126	1,198

* Includes all fatalities and injuries occurring in the accident, not just to pedestrians.

Traffic accidents involving pedestrians tend to have a high proportion of fatalities. Of the 1,338 pedestrian accidents which occurred in 1991, 124 (9.27%) resulted in at least one fatality. In the 109,442 traffic accidents which did not involve pedestrians, 665 (0.61%) involved fatalities.

Pedestrian accidents were distributed fairly evenly throughout the year with the fewest (79) occurring in December; the most (136), in May. Most of the fatal accidents, 90 (72.58%), occurred at night.

PEDESTRIAN CASUALTIES

1991

Action Taken by Pedestrians*

ACTION	PEDESTRIANS KILLED		PEDESTRIANS INJURED	
	#	%	#	%
Enter Or Crossing Specified Location	6	4.80	95	8.16
Entering Or Crossing Roadway	43	34.40	409	35.13
Entering/Crossing From Behind Vehicle	3	2.40	73	6.27
Walking With Traffic	17	13.60	89	7.64
Walking Against Traffic	9	7.20	43	3.69
Approaching Or Leaving Vehicle	3	2.40	35	3.00
Pushing Or Working On Vehicle	6	4.80	22	1.89
Working In Roadway	1	0.80	9	0.77
Standing	5	4.00	80	6.87
Playing In Roadway	1	0.80	30	2.58
Lying At Or In Location Specified	5	4.00	9	0.77
Sitting At Or In Location Specified	0	0.00	13	1.16
Other	3	2.40	33	2.83
Not Stated	23	18.40	224	19.24
TOTALS	125	100.00	1,164	100.00

Age and Sex of Pedestrians*

AGE	PEDESTRIANS KILLED AND INJURED MALE		FEMALE		TOTAL	
	K**	I	K	I	K	I
Under 5	3	48	1	22	4	70
5-9	3	108	4	49	7	157
10-14	1	74	4	58	5	132
15-19	3	63	0	50	3	113
20-24	7	75	1	24	8	99
25-34	24	165	10	60	34	225
35-44	20	104	6	34	26	138
45-54	8	48	4	25	12	73
55-64	5	29	2	12	7	41
65-74	6	30	4	16	10	46
75 & Over	3	11	5	12	8	23
Not Stated	1	35	0	12	1	47
TOTALS	84	790	41	374	125	1,164

* There were 125 pedestrians killed in traffic accidents in 1991. One driver also died, making a total of 126 persons killed in the 124 fatal accidents involving pedestrians. There were a total of 1,164 pedestrians injured in traffic accidents in 1991.

** K - Killed; I - Injured

The 25-34 age group had the most fatalities with 34. Most pedestrian fatalities were males, accounting for 84 (67.20%) of the 125 pedestrians killed in 1991.

TRAFFIC ACCIDENTS INVOLVING RAILWAY TRAINS

1991

Railway Train Accidents: 1987 - 1991

YEAR	TYPE ACCIDENT Fatal	Injury	PDO	Total
1987	6	30	88	124
1988	9	51	66	126
1989	13	55	67	135
1990	10	39	69	118
1991	8	34	56	98

Casualties - 1991

Persons Killed: 8 Persons Injured: 48

Railway Train Accidents by Traffic Control Device

TYPE DEVICE	TYPE ACCIDENT Fatal	Injury	PDO	Total	PERSONS Killed	Injured
Stop Sign	1	9	6	16	1	9
Stop and Go Signal	0	0	1	1	0	0
Officer/Flagman	0	0	2	2	0	0
RR Crossbucks Only	1	9	11	21	1	11
RR Flashing Lights	0	5	12	17	0	7
RR Gates & Lights	2	3	7	12	2	5
Other Sign	2	1	5	8	2	1
No Traffic Control	0	7	12	19	0	15
No Impact on Accident	2	0	0	2	2	0
TOTALS	8	34	56	98	8	48

Railway Train Accidents by Light & Weather Conditions

LIGHT/WEATHER	TYPE ACCIDENT Fatal	Injury	PDO	Total	PERSONS Killed	Injured
Day and Clear/Cloudy	4	14	31	49	4	20
Dark and Clear/Cloudy	4	14	17	35	4	22
Day and Raining	0	2	5	7	0	2
Dark and Raining	0	3	2	5	0	3
Day and Other Weather	0	0	1	1	0	0
Dark and Other Weather	0	1	0	1	0	1
TOTALS	8	34	56	98	8	48

TRAFFIC ACCIDENTS INVOLVING RAILWAY TRAINS

1991 (cont.)

Railway Train Accidents By Route Category

ROUTE CATEGORY	TYPE ACCIDENT Fatal	Injury	PDO	Total	PERSONS Killed	Injured
US Primary	2	3	14	19	2	4
SC Primary	1	6	6	13	1	9
State Secondary	4	24	31	59	4	34
County	1	1	4	6	1	1
Other	0	0	1	1	0	0
TOTALS	8	34	56	98	8	48

Railway trains were involved in 98 traffic accidents in 1991. Accidents involving trains accounted for only 0.09% of all reported accidents during the year. However, 8 of these accidents resulted in fatalities, representing 1.01% of all fatal traffic accidents in 1991. These fatal accidents resulted in 8 deaths or, 0.90% of the total fatalities. The 8 accidents involving fatalities accounted for 8.16% of all railway train accidents during the year. Traffic accidents involving trains resulted in a larger proportion of fatal accidents than for any other unit type except pedestrians.

Sixty-nine (69) of the 98 accidents, including 6 of the fatal accidents, occurred at a crossing not containing flashing light signals or, the presence/absence of a traffic control device had no impact on the accident.

A total of 84 accidents, including all of the fatal accidents, occurred during clear or cloudy weather conditions. Half, (49) occurred during the day in clear or cloudy weather. Four of the 8 fatal accidents occurred at night.

A total of 59 (60.20%) accidents involving railway trains, including 4 of the fatal accidents, occurred on state secondary highways. The remaining 39 accidents were randomly divided among US primary roads (19/19.39%), SC primary roads (13/13.27%), county roads (6/6.12%) and other roads (1/1.02%).

TRAFFIC ACCIDENTS INVOLVING TRUCK TRACTORS

1991

TYPE ACCIDENT	ACCIDENTS	PERCENTAGE
Fatal	73	1.86
Injury	827	21.02
Property Damage Only (PDO)	3,034	77.12
TOTAL	3,934	100.00

Casualties

Persons Killed*: 82 Persons Injured*: 1,304

Truck Tractor Accidents by Attachment Type**

	TYPE ACCIDENT				PERSONS	
ATTACHMENT	Fatal	Injury	PDO	Total	Killed*	Injured*
None	6	143	558	707	7	216
Mobile Home	0	4	31	35	0	7
Semi-Trailer	44	527	1,935	2,506	51	830
Utility Trailer	1	20	65	86	1	34
Farm Trailer	0	1	7	8	0	1
Trailer W/Boat	0	2	3	5	0	4
Towed Motor Home	0	3	4	7	0	7
Petroleum Tanker	2	22	61	85	2	30
Lowboy Trailer	5	14	51	70	5	24
Auto Carrier Trailer	1	5	19	25	1	6
Other Tanker	4	10	38	52	5	17
Flat Bed	4	40	124	168	4	69
Other	6	33	105	144	6	56
Twin Trailer	0	2	25	27	0	2
Not Stated	0	1	8	9	0	1
TOTALS	73	827	3,034	3,934	82	1,304

Truck Tractor Accidents by Light & Weather Conditions

	TYPE ACCIDENT				PERSONS	
LIGHT/WEATHER	Fatal	Injury	PDO	Total	Killed*	Injured*
Day and Clear/Cloudy	31	523	2,099	2,653	37	833
Dark and Clear/Cloudy	30	164	476	670	32	234
Day and Raining	6	90	300	396	7	165
Dark and Raining	2	28	105	135	2	41
Day and Other Weather	2	11	32	45	2	15
Dark and Other Weather	2	11	22	35	2	16
TOTALS	73	827	3,034	3,934	82	1,304

* Includes all fatalities and injuries in the accident, not just to the passengers of the truck.

** Where there was more than one truck involved in the accident, the last unit listed on the accident report is used to identify the type attachment.

TRAFFIC ACCIDENTS INVOLVING TRUCK TRACTORS

1991 (cont.)

Truck Tractor Accidents by Route Category

ROUTE CATEGORY	TYPE ACCIDENT Fatal	 Injury	 PDO	 Total	PERSONS Killed*	 Injured*
Interstate	14	193	785	992	17	281
US Primary	23	307	1,103	1,433	27	539
SC Primary	26	177	577	780	28	268
State Secondary	10	143	488	641	10	208
County	0	7	81	88	0	8
TOTALS	73	827	3,034	3,934	82	1,304

* Includes all fatalities and injuries in the accident, not just to the passengers of the truck.

Truck tractors were involved in 3,934 traffic accidents in 1991. A total of 4,092 individual trucks were involved in these accidents. Accidents involving truck tractors accounted for 3.55% of all reported accidents during the year. Seventy-three (73) of these accidents involved fatalities, representing 9.25% of all fatal traffic accidents in 1991. These fatal accidents resulted in 82 fatalities, 9.21% of the total traffic fatalities. The 3,934 accidents represent a decrease of 18.79% over 1990, when truck tractors were involved in 4,844 accidents. The 73 fatal accidents are 26.26% less than the 99 reported in 1990, and the 82 fatalities are 28.07% less than the 114 reported in 1990.

In 1987, and prior years, truck tractor accidents were tabulated only for trucks with the following attachments: semi-trailer, petroleum tanker, lowboy trailer, auto carrier trailer, other tanker, flatbed, and twin trailers. In 1991, there were 2,933 accidents involving trucks with these attachments. This total included 60 fatal accidents with 68 persons killed.

The 2,506 accidents involving at least one semi-trailer accounted for 63.70% of all truck tractor accidents. Trucks with no attachment accounted for the second highest number of accidents, with 17.97% of the total.

67.44% of the truck tractor accidents occurred during the daylight hours with clear or cloudy weather including 42.47% of the fatal accidents. 46.58% (34 of 73) of the fatal accidents occurred at night.

Approximately 36.43% of all truck tractor accidents occurred on US Primary routes. 31.51% of the fatal accidents occurred on U.S. primary routes. Only 14 fatal truck tractor accidents occurred on the interstates; these accidents resulted in 17 fatalities, which represent less than 2% of the state's 890 traffic fatalities in 1991.

PART III.

ACCIDENT CONSEQUENCES

The consequences of traffic accidents extend beyond those persons directly affected and are measured in both human and economic terms. The economic costs consider that portion of financial loss born by society, i.e., medical costs, property damage, lost productivity, etc.. Opposite the economic losses are the intangible human costs associated with the grief and suffering that accompany a traffic death or injury. On the following pages, statistics related to estimated economic cost, traffic injuries, fatalities and restraint usage are presented. Some of the important observations in the 1991 data are as follows:

- For the fourth year in a row, economic losses (adjusted for inflation) declined statewide. This was the result of fewer accidents, injuries and fatalities.

- Males accounted for 68.9% of the traffic deaths and 56.9% of the incapacitating injuries. Both percentages are down from 1990.

- A total of 299 persons under the age of 25 were killed in traffic accidents, accounting for 33.6% of the total persons killed.

- There were 1,475 occupants of automobiles and truck occupants totally ejected from the vehicle in which they were riding. Of these, 140 or 9.5% were killed. Of the 279,596 occupants not ejected or trapped, 302 or 0.11% were killed. The percentage of fatalities suffered by ejected occupants was **86** times that of occupants not ejected or trapped.

- Out of 5,606 children under the age of 6 involved in traffic accidents who were reported to be restrained by a federally approved child safety seat, two were killed. Of the 1,397 children under six who were not restrained in any way, six were killed.

- Of the 232,056 occupants of automobiles and trucks who were reported restrained by a safety belt, child seat or other protective equipment, 188 were killed and 2,520 sustained incapacitating injuries. Of the reported 39,527 unrestrained occupants of these same vehicle types, 437 were killed and 2,316 sustained incapacitating injuries. For the restrained occupants, 1 out of 1,234 was killed and 1 out of 92 sustained an incapacitating injury. For unrestrained occupants, 1 out of 90 was killed and 1 in 17 sustained an incapacitating injury.

ECONOMIC LOSS BY COUNTY*
1990 and 1991

COUNTY	1990	1991
Abbeville	$ 5,000,000	$ 4,900,000
Aiken	44,200,000	34,400,000
Allendale	3,500,000	1,700,000
Anderson	46,100,000	47,200,000
Bamberg	3,900,000	3,600,000
Barnwell	4,900,000	3,500,000
Beaufort	21,100,000	20,500,000
Berkeley	38,400,000	27,100,000
Calhoun	8,800,000	4,700,000
Charleston	99,000,000	91,300,000
Cherokee	14,700,000	14,500,000
Chester	9,400,000	11,200,000
Chesterfield	11,300,000	12,500,000
Clarendon	10,000,000	11,800,000
Colleton	24,800,000	18,300,000
Darlington	20,600,000	23,700,000
Dillon	13,800,000	10,700,000
Dorchester	26,500,000	24,800,000
Edgefield	6,100,000	4,500,000
Fairfield	7,100,000	9,600,000
Florence	33,800,000	37,000,000
Georgetown	19,400,000	17,700,000
Greenville	96,300,000	84,200,000
Greenwood	19,000,000	14,700,000
Hampton	2,900,000	6,200,000
Horry	59,200,000	60,500,000
Jasper	11,500,000	11,700,000
Kershaw	12,900,000	11,200,000
Lancaster	16,800,000	17,600,000
Laurens	20,400,000	19,000,000
Lee	6,600,000	6,000,000
Lexington	45,800,000	43,600,000
McCormick	2,800,000	2,400,000
Marion	12,700,000	9,400,000
Marlboro	8,800,000	6,500,000
Newberry	8,700,000	6,600,000
Oconee	16,200,000	15,700,000
Orangeburg	25,000,000	25,600,000
Pickens	20,900,000	23,100,000
Richland	81,100,000	75,400,000
Saluda	5,700,000	4,400,000
Spartanburg	66,200,000	54,000,000
Sumter	22,600,000	27,500,000
Union	9,200,000	8,200,000
Williamsburg	13,600,000	11,300,000
York	41,300,000	36,800,000
Totals	**$ 1,098,600,000**	**$ 1,016,800,000**

All figures are rounded to the nearest $100,000.

* Based on the 1991 National Safety Council Formula which applies the following factors:

Each fatality	$410,000
Each incapacitating injury	$ 38,200
Each nonincapacitating injury	$ 8,900
Each possible injury	$ 2,900
Each property damage only accident	$ 3,500

VICTIM PROFILE

INJURIES BY AGE AND SEX - 1991

SEX	AGE	NOT INJURED	INJURY TYPE* POSSIBLE	NON-INCAPACITATING	INCAPACITATING	KILLED	UNKNOWN INJURY	TOTALS
	UNDER 4	3,902	378	75	40	10	2	4,407
	4-5	2,074	197	68	33	0	4	2,376
	6-9	3,430	410	157	87	8	5	4,097
M	10-14	4,500	685	254	121	6	2	5,568
	15-24	42,308	4,734	2,076	1,210	181	29	50,538
A	25-34	30,209	3,215	1,323	898	157	23	35,825
	35-44	20,615	1,964	770	466	98	9	23,922
L	45-54	12,111	1,049	362	260	57	12	13,851
	55-64	8,185	690	239	140	37	2	9,293
E	65-74	6,051	511	164	100	32	2	6,860
	75+	2,846	261	94	84	24	5	3,314
	UNKNOWN	2,166	189	59	51	3	96	2,564
	SUBTOTAL	138,397	14,283	5,641	3,490	613	191	162,615
F	UNDER 4	4,005	382	83	33	4	4	4,511
	4-5	2,014	199	52	20	2	1	2,288
E	6-9	3,275	435	157	48	6	3	3,924
	10-14	4,417	750	249	94	8	9	5,527
M	15-24	29,748	4,744	1,505	810	74	24	36,905
	25-34	22,616	3,747	1,071	595	49	8	28,086
A	35-44	16,416	2,472	683	404	37	11	20,023
	45-54	9,012	1,479	362	227	20	9	11,109
L	55-64	6,341	1,022	267	161	23	0	7,814
	65-74	5,203	745	205	136	26	2	6,317
E	75+	2,526	406	132	81	28	1	3,174
	UNKNOWN	1,053	185	65	33	0	27	1,363
	SUBTOTAL	106,626	16,566	4,831	2,642	277	99	131,041
U	UNDER 4	5	1	0	0	0	0	6
	4-5	0	1	0	0	0	0	1
N	6-9	2	0	0	0	0	0	2
	10-14	3	0	0	0	0	0	3
K	15-24	8	2	1	0	0	0	11
	25-34	2	0	0	0	0	0	2
N	35-44	2	0	0	1	0	0	3
	45-54	2	0	0	0	0	0	2
O	55-64	3	0	0	0	0	0	3
	65-74	1	0	0	0	0	0	1
W	75+	1	0	0	0	0	0	1
	UNKNOWN	558	15	3	0	0	35	611
N	SUBTOTAL	587	19	4	1	0	35	646
TOTALS		245,610	30,868	10,476	6,133	890	325	294,302

* See Definitions for a description of each injury type.

There were a total of 294,302 persons involved in traffic accidents statewide in 1991. This represents 8.43% of the state's 3.49 million population (1990 estimate). Of this total, 245,610 (83.46%) sustained no injury. An additional 30,868 (10.49%) sustained possible injuries, the least severe type. For an additional 325, there was no injury information reported. The remaining casualties, non-incapacitating, incapacitating and fatal injuries, accounted for 17,499 (5.95%) of all persons involved.

A total of 613 (68.88%) of all fatal injuries were sustained by males. This is down from 72.33% in 1990. Overall female traffic deaths increased from 272 in 1990 to 277 in 1991 (1.84%), while male deaths decreased by 13.78%.

The pattern of male/female injuries is consistent for most age groups. For both sexes, injuries and fatalities were greatest in the 15 to 24 age category.

INJURIES BY RESTRAINT USAGE

1991[1]

RESTRAINT USAGE	NOT INJURED	POSSIBLE	NON INCAPACITATING	INCAPACITATING	KILLED	UNKNOWN INJURY	TOTALS
		INJURY TYPE					
NO RESTRAINT USED							
NO SAFETY EQUIPMENT	4,522	1,127	428	286	39	8	6,410
LAP BELT NOT USED	6,799	1,326	595	377	49	8	9,154
LAP/SHOULDER HARNESS NOT USED	15,392	3,673	2,282	1,623	344	5	23,319
PASSIVE BELT/HARNESS NOT USED	81	14	8	5	0	0	108
CHILD/YOUTH SEAT NOT USED	372	90	37	25	5	0	529
AIR BAG NOT DEPLOYED	3	0	2	0	0	0	5
SAFETY BLANKET NOT DEPLOYED	1	1	0	0	0	0	2
SUBTOTAL	**27,170**	**6,231**	**3,352**	**2,316**	**437**	**21**	**39,527**
RESTRAINT USED							
LAP BELT USED	24,581	2,600	571	224	5	10	27,991
LAP/SHOULDER HARNESS USED	171,792	17,783	4,928	2,243	174	40	196,960
PASSIVE BELT/HARNESS USED	926	116	20	17	6	0	1,085
CHILD/YOUTH SEAT USED	5,397	383	59	22	2	0	5,863
AIR BAG DEPLOYED	70	35	23	14	1	0	143
SAFETY BLANKET DEPLOYED	2	2	0	0	0	0	4
SAFETY PADDING PRESENT	10	0	0	0	0	0	10
SUBTOTAL	**202,778**	**20,919**	**5,601**	**2,520**	**188**	**50**	**232,056**
UNKNOWN RESTRAINT USAGE	**10,533**	**1,731**	**451**	**311**	**57**	**156**	**13,239**
TOTALS	**240,481**	**28,881**	**9,404**	**5,147**	**682**	**227**	**284,822**

In 1991, there were a total of 284,822 automobile and truck occupants involved in traffic accidents. Of these, the restraint usage for 271,583 of the occupants was known: 236,056 were restrained and 39,527 were not restrained. In the unrestrained group, 6,410 were reported to have had no safety equipment available to them to use; the remaining 33,117 had a restraint device available to them but failed to use it. The unrestrained occupants represented only 14.6% of all reported occupants with known restraint usage. However, studies indicate that reported occupant restraint usage is higher than actual usage.[2] We should not, therefore, consider these figures as an actual reflection of restraint usage rates in South Carolina for 1991.

In the "not injured" category, 88.2% of the occupants with known restraint usage were restrained. For "possible" injuries 77.0% were restrained; reported restraint usage declined to 62.6% of the non-incapacitating injuries, 52.1% of the incapacitating injuries and finally to 30.1% of the fatal injuries. Some of this declining belt usage rate is due to improved reporting for the fatally injured occupants compared to occupants sustaining less severe injuries. Also, studies indicate persons involved in potentially fatal collisions tend to be less likely to wear a belt. Nevertheless, this data provides statistical evidence that safety equipment is useful in reducing injuries and fatalities.

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[1] Includes occupants seated inside the passenger compartment of automobiles and trucks only.

[2] See NHTSA's A Model For Estimating Economic Savings From Increased Safety Belt Usage and South Carolina Safety Belt Study by Metromark Research.

AFTER IMPACT LOCATION - INJURIES SUSTAINED*

1991

AFTER IMPACT LOCATION	INJURY TYPE NOT INJURED	POSSIBLE	NON INCAPACITATING	INCAPACITATING	KILLED	UNKNOWN INJURY	TOTALS
NOT EJECTED OR TRAPPED	238,080	27,998	8,873	4,254	302	89	279,596
TOTAL EJECTION	449	236	258	392	140	0	1,475
PARTIAL EJECTION	38	70	62	119	50	0	339
TRAPPED	48	91	143	324	183	1	790
UNKNOWN	1,866	486	68	58	7	137	2,622
TOTAL	240,481	28,881	9,404	5,147	682	227	284,822

INJURIES SUSTAINED BY CHILDREN UNDER SIX YEARS OF AGE - 1991**

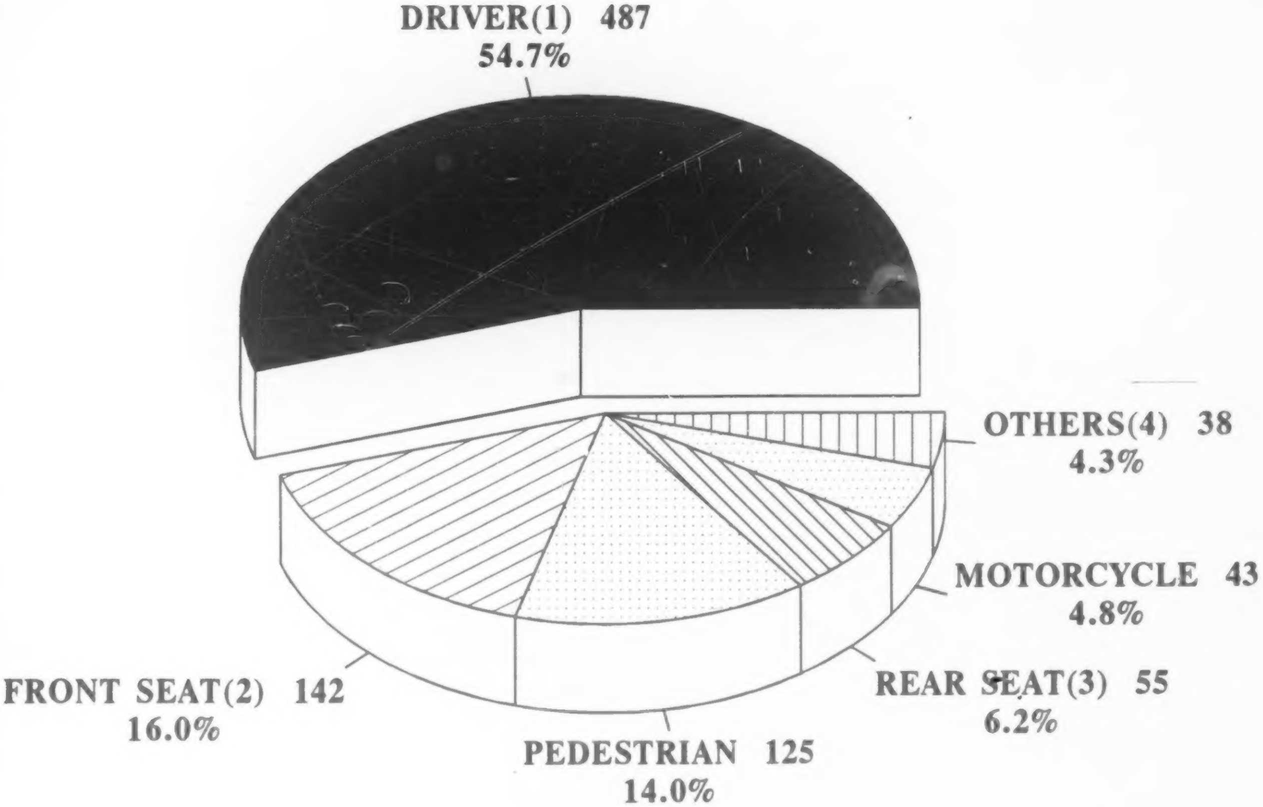
RESTRAINT	INJURY TYPE NOT INJURED	POSSIBLE	NON INCAPACITATING	INCAPACITATING	KILLED	UNKNOWN INJURY	TOTALS
CHILD SAFETY SEAT USED	5,163	363	58	20	2	0	5,606
OTHER RESTRAINT USED	5,307	418	78	23	2	3	5,831
NO RESTRAINT USED	1,011	251	93	36	6	0	1,397
UNKNOWN RESTRAINT USAGE	267	56	7	2	2	5	339
TOTALS	11,748	1,088	236	81	12	8	13,173

* Occupants of automobiles and trucks only. ** Includes only children seated inside the vehicle.

There were a total of 284,822 occupants of automobiles and trucks involved in traffic accidents in 1991. Most of these persons (240,481) sustained no injuries. The vast majority of these occupants (279,596/98.2%) were not ejected from nor trapped in the vehicle. Of these, 302 were killed, comprising 1 out of every 926 of these occupants. Of the 1,475 occupants totally ejected, 140 or 1 in 11 were killed. For the 790 trapped occupants, 183 or about 1 in 4 was killed.

In 1991, 13,173 children under 6 years of age were involved in traffic accidents in South Carolina. This does not include children who were either pedestrians or occupants seated outside the vehicle (such as on the hood of a car). A total of 5,606 (42.3%) were restrained by a Federally approved child safety seat. An additional 5,831 (44.3%) were restrained with a seat belt or seat belt/shoulder harness combination. These figures indicate a reported compliance rate (with the South Carolina Child Restraint Law) of approximately 87%. Of those children restrained by a child safety seat, 2 were killed. Two children restrained by a belt were killed, six unrestrained children were killed, and two children with unknown restraint usage died. The fatality rate for unrestrained children was 1 in every 233 children compared to 1 in every 2,803 in a safety seat and 1 in every 2,916 belted children.

FATALITIES BY SEATING LOCATION
1991



(1) Includes drivers of all automobiles, trucks and buses
(2) Front seat passengers of autos, trucks and buses
(3) Rear seat passengers of autos, trucks and buses
(4) Includes bicyclists, moped riders and persons on the outside of the vehicle

PART IV
ALCOHOL & DRUGS

Alcohol-related traffic accidents are responsible for a large portion of reported traffic accidents each year. The percentage of accidents which are alcohol-related increases as the severity of injuries involved increases. On the following pages accident statistics are presented which are based on the probable accident cause as determined by the officers who investigate the traffic accidents. Accidents listed by county and driver involvement are not comparable to any statistics published prior to 1988. In previous years, alcohol and drug involvement was based on a question contained in the Uniform Traffic Accident Report for each driver, "Had been drinking or using drugs". Beginning with 1988, the alcohol and drug accidents are based on the probable cause field which lists 74 causes from which the investigating officer must choose the single probable cause in the accident. Eight of these choices concern alcohol or drug usage.

The data presented here is a summary of these eight alcohol or drug-related probable causes. This data will not include any accidents where the probable cause was something other than alcohol or drugs, even if one of the drivers was intoxicated. For example, if a drunk driver runs a stop sign and this results in a traffic accident, the officer may choose to indicate "disregarding sign or signal" as the probable cause. As a result, alcohol involvement in South Carolina traffic accidents is probably understated in this data.

Despite the restrictive nature in which this data was compiled, these figures indicate alcohol and drugs are important contributors to the frequency and severity of traffic accidents. Some of the key findings in the alcohol/drug data are as follows:

- Alcohol or drug usage was the probable cause in 166 fatal accidents in 1991, resulting in the deaths of 196 persons. Both figures are down from 1990 and represent 21.0% and 22.0%, respectively of all fatal accidents and persons killed during the year. These proportions are considerably higher than the 4.2% of accidents which were caused by alcohol or drugs in property damage only accidents.

- In 1991 drivers under 21 years of age accounted for 12.1% of all drivers whose age was known in accidents with a probable cause of alcohol or drugs. This is down from 13.4% in 1990.

- Blood alcohol data is compiled for drivers and pedestrians, who were over 16 years of age and died within 4 hours of a traffic accident. For 1991, the latest year for which complete data is available, 68.5% of all known test results on these victims indicated a **positive blood alcohol content.**

- Nationally, in 1990 49.6% of all traffic deaths involved at least one person (driver or pedestrian) with a BAC level of .01 or higher, the definition of an alcohol related traffic death. This is down from 1982 when 57.3% of all traffic deaths were alcohol related. (Source: FARS 90)

TRAFFIC ACCIDENTS IN SOUTH CAROLINA WITH A PROBABLE CAUSE OF ALCOHOL OR DRUGS*

1991

	NUMBER OF ACCIDENTS				NUMBER OF PERSONS	
COUNTY	FATAL	INJURY	PROPERTY DAMAGE	TOTAL ACCIDENTS	KILLED	INJURED
Abbeville	3	14	9	26	3	33
Aiken	6	89	125	220	7	145
Allendale	0	3	7	10	0	7
Anderson	7	103	90	200	7	171
Bamberg	0	10	14	24	0	20
Barnwell	0	16	18	34	0	27
Beaufort	4	45	60	109	4	63
Berkeley	5	83	106	194	5	167
Calhoun	0	11	8	19	0	17
Charleston	12	249	271	532	14	413
Cherokee	1	45	47	93	1	73
Chester	3	47	39	89	3	77
Chesterfield	2	39	36	77	4	54
Clarendon	2	20	25	47	2	29
Colleton	6	40	57	103	9	62
Darlington	3	88	64	155	3	145
Dillon	0	41	32	73	0	61
Dorchester	3	40	47	90	3	72
Edgefield	0	12	19	31	0	15
Fairfield	1	17	18	36	1	28
Florence	6	96	110	212	9	160
Georgetown	2	50	51	103	2	83
Greenville	12	270	358	640	15	411
Greenwood	2	35	52	89	2	55
Hampton	1	8	14	23	1	11
Horry	14	133	228	375	14	239
Jasper	2	11	36	49	2	14
Kershaw	1	37	51	89	1	56
Lancaster	6	63	67	136	6	96
Laurens	5	67	68	140	8	110
Lee	1	17	16	34	2	29
Lexington	7	114	145	266	7	182
McCormick	0	5	4	9	0	10
Marion	0	24	35	59	0	35
Marlboro	3	30	32	65	3	56
Newberry	0	25	26	51	0	36
Oconee	2	39	49	90	5	62
Orangeburg	2	42	85	129	2	64
Pickens	4	76	82	162	5	112
Richland	10	208	286	504	15	344
Saluda	1	9	15	25	1	17
Spartanburg	7	193	236	436	7	303
Sumter	9	52	90	151	11	88
Union	1	35	30	66	1	52
Williamsburg	0	43	24	67	0	70
York	10	130	148	288	11	220
Total	166	2,824	3,430	6,420	196	4,594

* This chart is not comparable to any published statistics from 1987 and prior years.

DRIVERS INVOLVED IN ACCIDENTS WHERE THE PROBABLE CAUSE WAS ALCOHOL OR DRUGS
AGE AND SEX OF DRIVER
1991

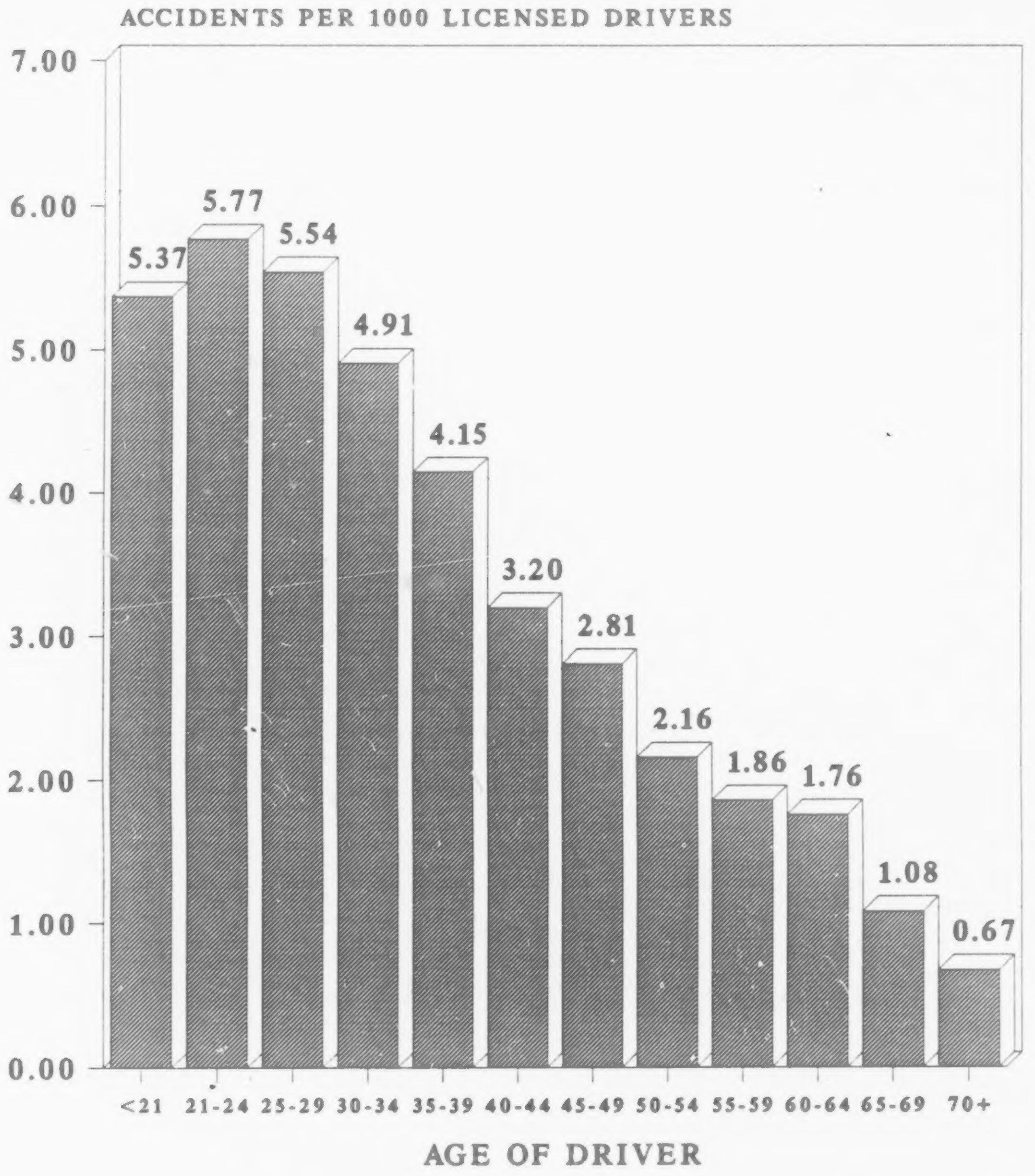
AGE	--- TOTAL ACCIDENTS --- TOTAL	MALE	FEMALE	-- FATAL ACCIDENTS -- TOTAL	MALE	FEMALE	-- INJURY ACCIDENTS -- TOTAL	MALE	FEMALE	PROPERTY DAMAGE ACCIDENTS TOTAL	MALE	FEMALE
14 & younger	3	2	1	0	0	0	2	1	1	1	1	0
15	22	16	6	1	0	1	8	6	2	13	10	3
16	79	68	11	1	1	0	34	28	6	44	39	5
17	141	104	37	4	3	1	79	55	24	58	46	12
18	242	178	64	14	10	4	118	88	30	110	80	30
19	255	200	55	4	3	1	131	99	32	120	98	22
20	314	239	75	14	11	3	146	110	36	154	118	36
21	281	225	56	9	8	1	128	108	20	144	109	35
22	333	272	61	14	14	0	146	115	31	173	143	30
23	261	211	50	7	6	1	123	100	23	131	105	26
24	289	223	66	9	6	3	128	93	35	152	124	28
25 to 29	1,572	1,195	377	30	25	5	717	543	174	825	627	198
30 to 34	1,413	1,058	355	36	28	8	664	499	165	713	531	182
35 to 39	1,135	860	275	19	15	4	492	361	131	624	484	140
40 to 44	805	596	209	17	16	1	361	268	93	427	312	115
45 to 49	561	444	117	17	16	1	220	171	49	324	257	67
50 to 54	335	260	75	9	7	2	139	108	31	187	145	42
55 to 59	254	206	48	4	3	1	114	90	24	136	113	23
60 to 64	218	182	36	1	1	0	110	88	22	107	93	14
65 to 69	125	95	30	4	4	0	35	25	10	86	66	20
70 & older	124	95	29	4	3	1	49	33	16	71	59	12
Unknown age	42	35	7	0	0	0	17	13	4	25	22	3
Unknown sex[1]	634	-	-	6	-	-	176	-	-	452	-	-
TOTALS[2]	9,438	6,764	2,040	224	180	38	4,137	3,002	959	5,077	3,582	1,043

[1] - Includes drivers whose sex was not recorded on the report, plus hit and run accidents for which driver information was not determined; also includes parked cars with no driver.

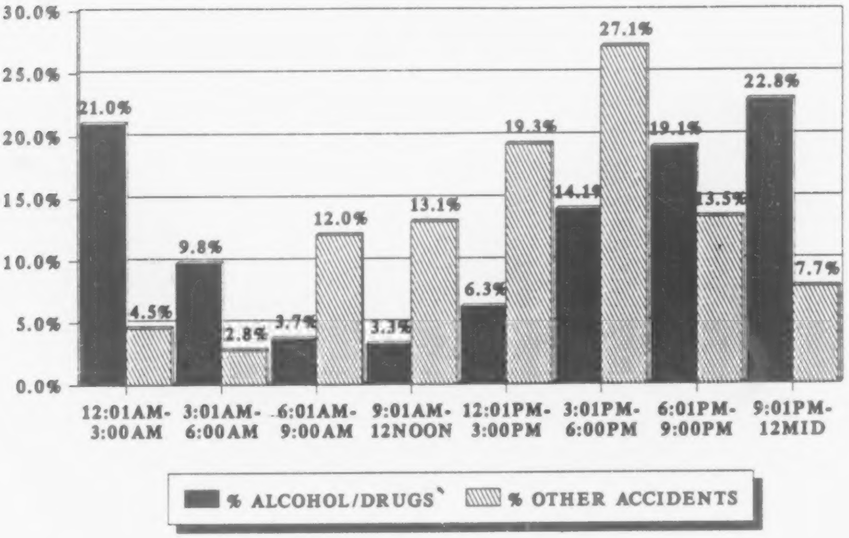
[2] - Adding male, female and unknown sex, totals will equal the total for all drivers.

Out of the 8,804 drivers involved in accidents where the probable accident cause was alcohol or drugs and whose gender was known, 76.8% were males. A total of 1,056 (11.2% of the total) drivers were under the age of 21. In fatal accidents males comprised 82.6% of all known drivers. There were 38 drivers (17.0%) under age 21 involved in fatal accidents. Male drivers between 21 and 34 years of age accounted for 33.7% of the drivers involved in accidents with a probable cause of alcohol or drugs but comprised only 21.1% of the drivers in all accidents and 15.7% of the state's licensed drivers in 1991. Moreover, for fatal accidents with an alcohol/drug probable cause, male drivers age 21 to 34 accounted for 39.9% of the known drivers.

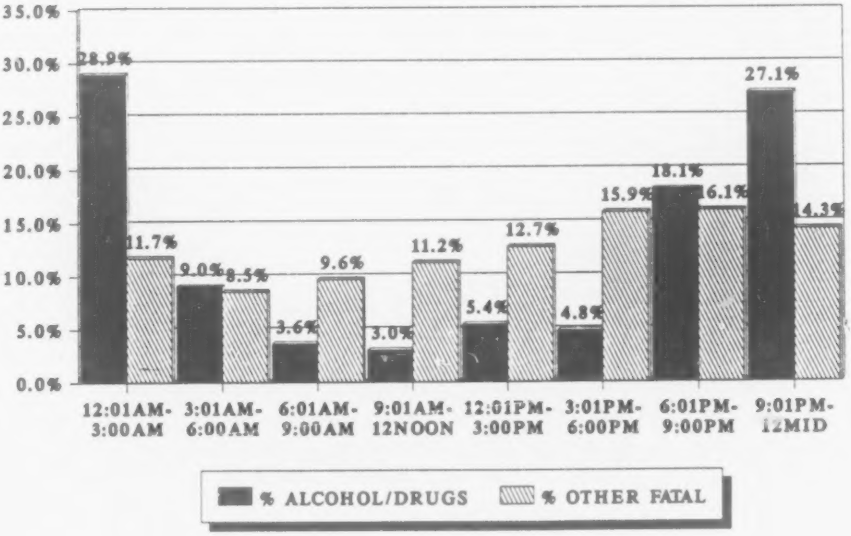
DRIVERS INVOLVED IN TRAFFIC ACCIDENTS
PROBABLE CAUSE: ALCOHOL OR DRUGS
1991



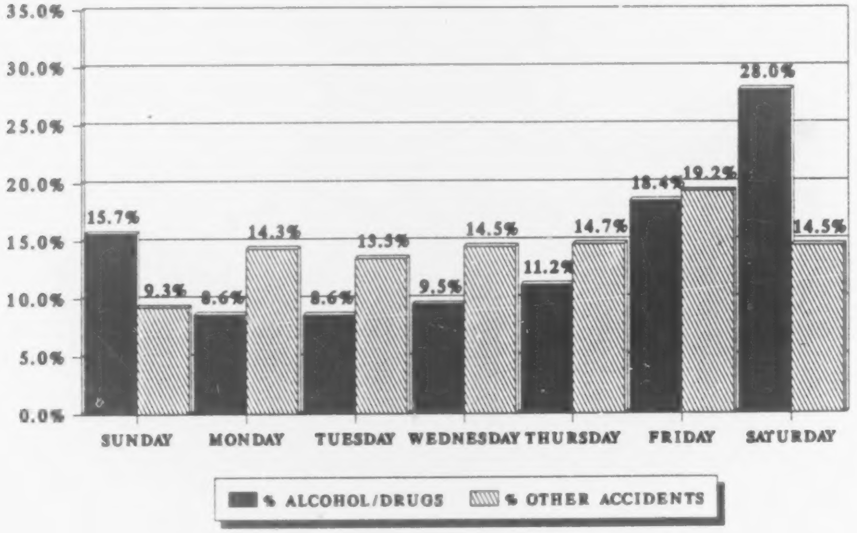
ALCOHOL/DRUG RELATED ACCIDENTS VERSUS *ALL* OTHER ACCIDENTS BY TIME OF DAY
1991



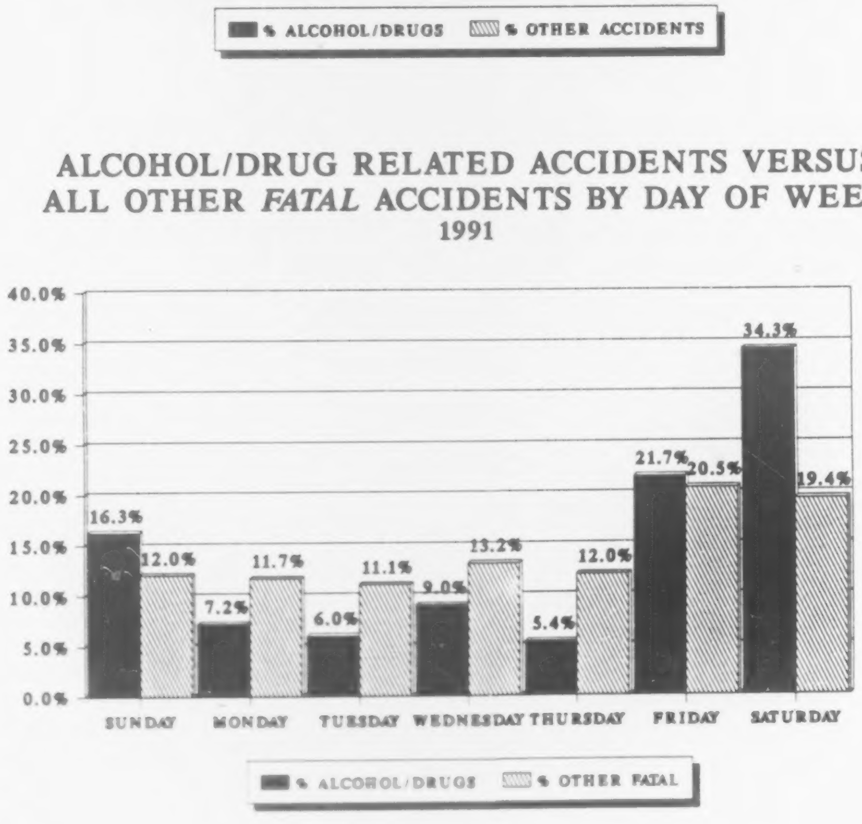
ALCOHOL/DRUG RELATED ACCIDENTS VERSUS ALL OTHER *FATAL* ACCIDENTS BY TIME OF DAY
1991



ALCOHOL/DRUG RELATED ACCIDENTS VERSUS *ALL* OTHER ACCIDENTS BY DAY OF WEEK
1991



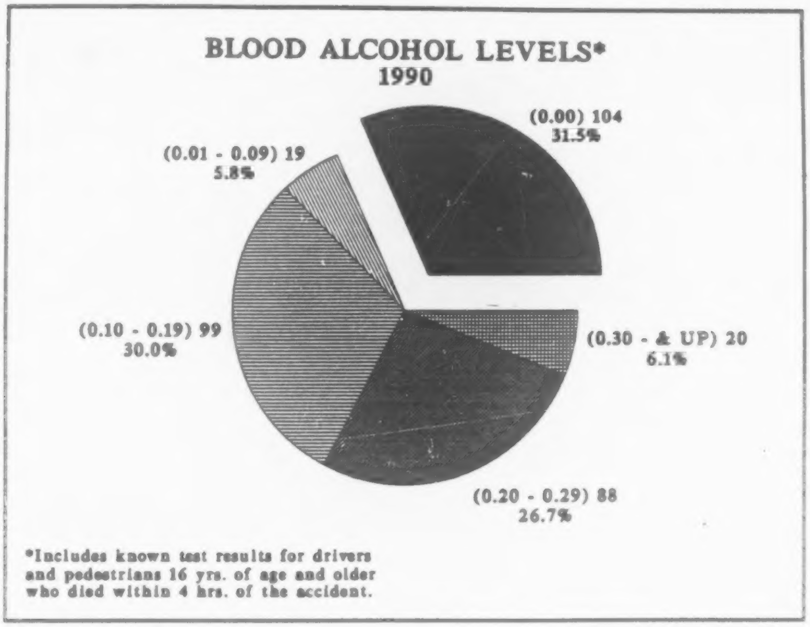
ALCOHOL/DRUG RELATED ACCIDENTS VERSUS ALL OTHER *FATAL* ACCIDENTS BY DAY OF WEEK
1991



BLOOD ALCOHOL LEVELS (BAC)
DRIVERS AND PEDESTRIANS IN FATAL ACCIDENTS*
1990

	BAC LEVELS						
COUNTY	0.00	0.01–0.07	0.08–0.09	0.10–0.19	0.20–0.29	0.30 AND UP	TOTAL TESTED
Abbeville	0	0	0	0	1	0	1
Aiken	7	2	0	9	4	1	23
Allendale	1	0	0	0	0	0	1
Anderson	11	1	0	4	6	3	25
Bamberg	0	0	0	0	0	0	0
Barnwell	0	0	0	0	0	0	0
Beaufort	0	0	0	3	2	0	5
Berkeley	6	1	0	4	3	3	17
Calhoun	0	0	1	0	1	0	2
Charleston	6	2	0	10	10	2	30
Cherokee	1	0	0	1	0	0	2
Chester	0	0	0	2	2	0	4
Chesterfield	1	0	0	0	1	0	2
Clarendon	0	0	0	0	1	0	1
Colleton	4	1	0	3	3	0	11
Darlington	6	0	0	1	3	0	10
Dillon	1	0	0	1	0	0	2
Dorchester	2	0	0	4	0	0	6
Edgefield	0	0	0	0	1	0	1
Fairfield	0	0	0	1	1	0	2
Florence	0	1	1	6	4	1	13
Georgetown	2	0	0	2	2	1	7
Greenville	11	2	0	10	13	2	38
Greenwood	2	0	0	1	0	0	3
Hampton	2	0	0	1	0	0	3
Horry	1	3	0	5	3	0	12
Jasper	1	0	0	3	0	1	5
Kershaw	2	0	0	0	1	0	3
Lancaster	0	0	1	2	1	0	4
Laurens	2	0	0	4	2	0	8
Lee	2	0	0	1	0	1	4
Lexington	1	0	0	2	4	0	7
McCormick	0	0	0	0	0	1	1
Marion	0	0	0	1	1	0	2
Marlboro	2	0	1	1	1	0	5
Newberry	1	0	0	1	2	0	4
Oconee	1	0	0	1	1	0	3
Orangeburg	2	0	0	0	0	0	2
Pickens	4	0	0	1	0	0	5
Richland	7	0	0	5	3	2	17
Saluda	0	0	0	0	0	0	0
Spartanburg	8	1	0	6	9	2	26
Sumter	3	0	0	1	0	0	4
Union	1	0	1	0	1	0	3
Williamsburg	2	0	0	1	0	0	3
York	1	0	0	1	1	0	3
Total	**104**	**14**	**5**	**99**	**88**	**20**	**330**

* Includes only drivers and pedestrians 16 years of age and older who died within 4 hours of the accident. Only BAC levels for known test results are included. No test results for surviving drivers are included. 1990 is the latest year in which this data is available. The information is provided by the state's coroners, in cooperation with the State Law Enforcement Division.



In South Carolina, it is inferred that you are under the influence when your Blood Alcohol Concentration (BAC) is at a level of 0.10 percent. At this level you are seven times more likely to have an automobile accident than if your BAC were zero (0.00). If your BAC reaches 0.15 percent, your chances of having an accident are 25 times greater.

BAC Levels	Common Effects
0.03	Mild alteration of feelings. Level of impairment is not generally too serious.
0.05	Feelings of relaxation, sedation and/or euphoria. Increased difficulty in performing motor skills. Driving ability and judgment impaired.
0.10	Physical and mental impairment affecting perception and performance. Deterioration in motor coordination. Hearing and speech impaired. Uncoordinated behavior. Legally inferred to be under the influence in South Carolina.
0.15	Serious impairment of physical and mental functioning. Irresponsible behavior. Distorted perception and judgment. Difficulty in standing, walking, and talking.
0.40	Coma results. The person cannot be awakened.
0.60	Death can result from alcohol overdose or accidental choking. At high BAC level, absorption of alcohol continues at a constant rate while oxidation slows because the high BAC causes anesthetization of the heart and lungs. Death occurs when the respiratory and circulatory systems cease to function.

As indicated on the previous page, state law requires that each of the 46 coroners draw blood samples from all drivers and pedestrians over 16 years of age and who die within four hours from injuries sustained in a traffic accident. The graph above shows the blood alcohol levels for the 330 drivers and pedestrians. meeting these criteria and whose results were determined by a qualified testing lab.

DEFINITIONS

Alcohol Related Motor Vehicle Accident - Any accident in which either a driver or a non-occupant (such as a pedestrian) had a measurable or estimated blood alcohol concentration (BAC) of 0.1 percent or above.

Blood Alcohol Content (BAC) - The percentage of a blood sample that is alcohol; e.g., a BAC of .10 is a sample of blood with 1 part alcohol for every 999 parts blood.

Driver - An occupant who is in actual physical control of a transport vehicle, or for an out-of-control vehicle, an occupant who was in control until control was lost.

Driver Intention - What the driver intended to do just prior to the first harmful event and before executing an evasive maneuver.

Fatal Traffic Accident - Any traffic accident that results in the death of at least one occupant or pedestrian as a direct result of injuries sustained in the accident within 30 days of the accident.

First Harmful Event - The first event in a traffic accident to result in injury or property damage.

Incapacitating Injury - Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities he was capable of performing before the injury occurred.

Junction - Either an intersection or the connection between a driveway access and a roadway other than a driveway access.

Moped** - A moped is a speed-limited, motor driven cycle which may be propelled by pedaling.

Motor Vehicle - Any motorized (mechanically or electrically powered) road vehicle not operated on rails.

Motor Vehicle Accident - A transport accident that (1) involves a motor vehicle in transport, (2) is not an aircraft accident or watercraft accident and (3) does not include any harmful event involving a railway train in transport prior to involvement of a motor vehicle in transport.

Non-Incapacitating Evident Injury - Any injury, other than a fatal injury or incapacitating injury, which is evident to observers at the scene of the accident in which the injury occurred.

Nonjunction - Anything that is not an intersection or the connection between a driveway access and a roadway other than a driveway access.

DEFINITIONS

Occupant - Any person who is part of a transport vehicle (automobile, bicycle, etc.).

Passenger - Any occupant of a road vehicle other than its driver.

Pedalcycle - A nonmotorized road vehicle propelled by pedaling (bicycle, tricycle, etc.).

Pedestrian - Any person who is not an occupant.

Possible Injury - Any injury that is reported or claimed which is not a fatal injury, incapacitating injury or non-incapacitating injury.

Private Way - Any land way other than a trafficway (e.g., a parking lot).

Probable Cause - The most presumptive factor which created the accident situation.

Road - That part of a trafficway which includes both the roadway and any shoulder alongside the roadway.

Rural Area - Any area which is not within an urban area.

Traffic Accident - A road vehicle accident in which (1) the unstabilized situation originates on a traffic way or (2) a harmful event occurs on a traffic way.

Traffic Unit (Unit) - A road vehicle or pedestrian.

Trafficway - Any land way open to the public as a matter of right or custom for moving persons or property from one place to another.

Truck Tractor - A truck tractor is a motor vehicle consisting of a single motorized transport device designed primarily for drawing trailers.

Urban Area - An area whose boundaries shall be fixed by responsible state and local officials in cooperation with each other and approved by the Federal Highway Administration. Such boundaries are established in accordance with the provisions of Title 23 of the United States Code.

* Source: National Safety Council, Manual on Classification of Motor Vehicle Traffic Accidents, Fifth Edition.

** A moped is defined in the South Carolina Code of Laws, Section 56-1-1710 (1990). In part, this specifies that the "... motor is not to exceed fifty cubic centimeters and produce not more than one and one-half brake horsepower which is not capable of propelling the vehicle at a speed in excess of twenty-five miles an hour on level ground."

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SOUTH CAROLINA DEPARTMENT OF HIGHWAYS & PUBLIC TRANSPORTATION

SAFETY

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